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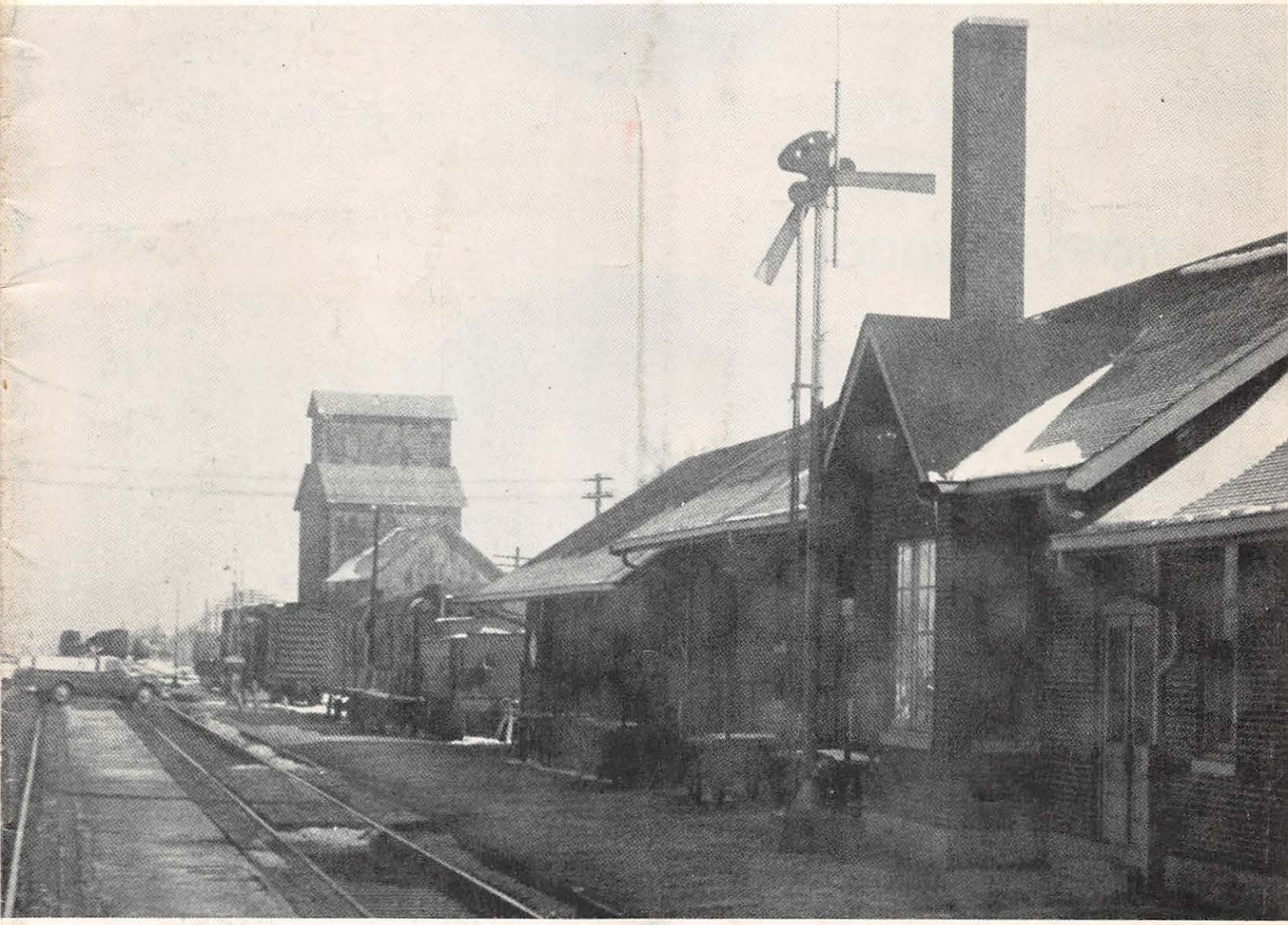
MARCH 1970

Signalman's JOURNAL



President Chamberlain's Message

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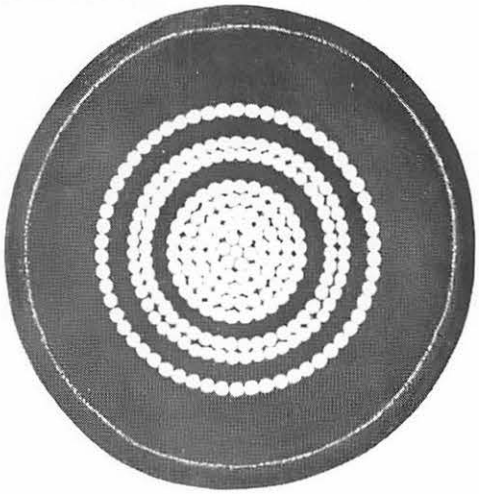

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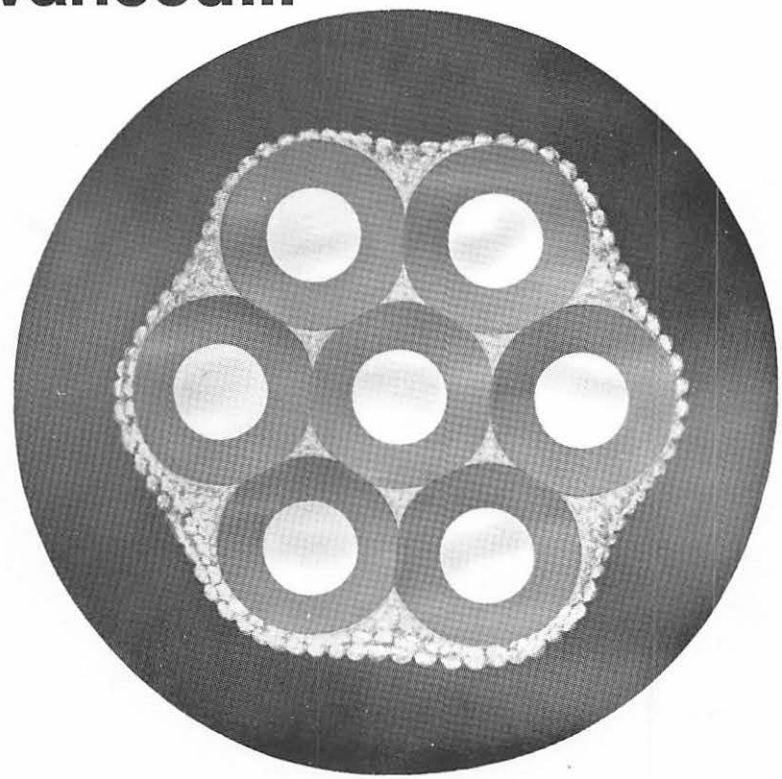

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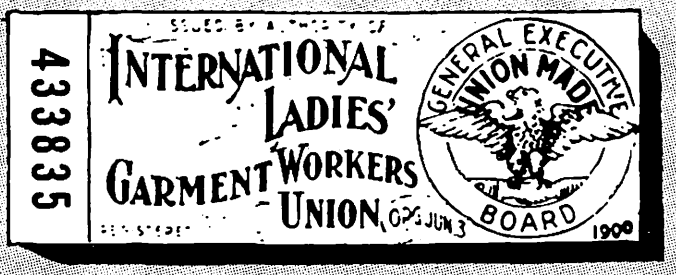

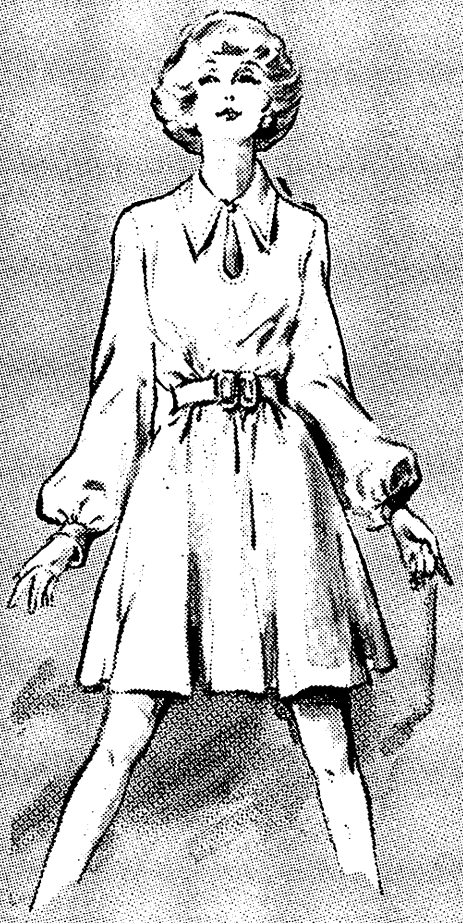

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THE Signalman's JOURNAL

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

2247 Lawrence Ave., Chicago, Ill. 60625

MARCH, 1970

Vol. 51, No. 2

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Journal Cover Photo

Our cover photo was taken by Brother W. W. Altus from the back of a north bound Illinois Central train on the main line between Carbondale, Illinois and Chicago.

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POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579. ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

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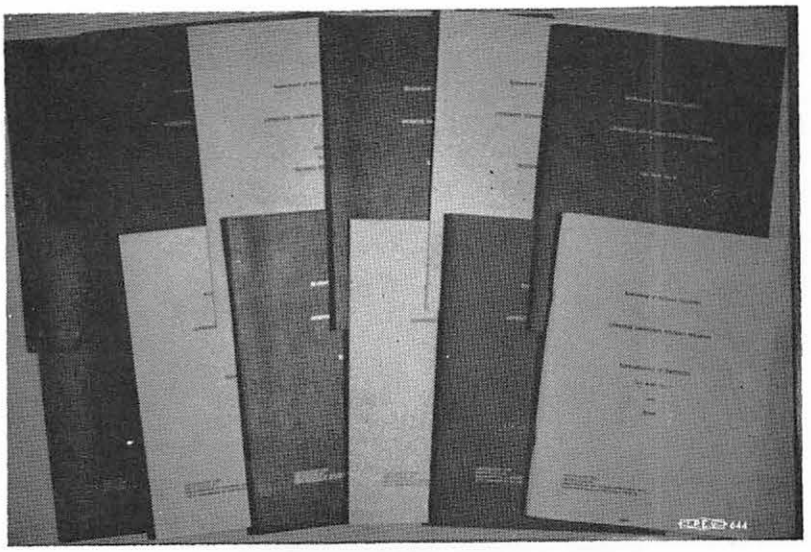

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A Message From President C.J. Chamberlain

DURING THE PAST FEW weeks, we have once again seen the headlines of the newspapers throughout the country warn of a nation-wide rail crisis brought about by a dispute between the four Shop Craft organizations and the nation's railroads. Once again we read in the editorial columns of the various papers that something must be done to curtail the powerful railroad labor unions, as they cannot be permitted to strike and tie up a railroad or all of the nation's railroads because of the adverse effect it could have on the interest, welfare and security of the nation.

In the Shop Craft dispute, a strike of a selective nature against one railroad was called. What happened? Immediately the other railroads decided that they would not permit a strike against one railroad and, accordingly, they announced a complete shutdown of all other carriers in the United States even though none of the other carriers were threatened by strike action.

The carriers' unprecedented threatened action in this case would have amounted to a complete lockout of all railroad employes, which action is certainly questionable from a legal standpoint. In addition, it clearly reflects their traditional strategy of letting the government "bail them out" of disputes which they refuse to settle through the collective bargaining process. At this writing the dispute still has not been settled and the court has temporarily restrained both the unions involved and the carriers from taking any action.

The Shop Craft dispute again brings into focus the difficulties faced by railroad labor unions in obtaining satisfactory agreements for their membership because of the failure of the carriers to sincerely and seriously bargain with the unions on the issues involved. Past history has shown that the carriers are all too willing to let Uncle Sam force an agreement with the unions. It is high time that this government intervention stop and the carriers face up to their responsibilities and seriously negotiate with the respective, autonomous unions in the industry.

Railroad employes can no longer be denied their rights to wage rates and working conditions commensurate with their respective occupations. The fact that railroad employes are working for the most essential industry in the country should inure to their benefit, however, past history shows the exact opposite to be true. Perhaps the answer to this dilemma facing railroad employes is "nationalization of the industry." Being a firm believer in the free enterprise system, it would in my opinion, be much more desirable to have the railroad industry remain as a private enterprise, however, the trend in the industry today to merge, abandon, discontinue services and do everything they can to keep employe morale at a constant low ebb, clearly tells me that other alternatives must be considered if we are going to keep any type of a railroad transportation system going that can fulfill the needs of our constantly increasing economy.

There is not an industry in the United States and Canada today that has a more loyal, dedicated group of employes, and there is nothing that would please the employes more than to see the industry come alive and again regain the prestige and stature that it once held as a "blue chip industry." The industry has the physical plant, the market and the employes to do the job. All that management has to do is seek the cooperation of their employes by making them feel that they are a very important part of the most important industry in the United States and Canada.

This cannot be accomplished by such tactics as lockouts, reneging on agreements, and trying to get one man to do the work of four; tactics which are all too prevalent in the industry today. We would hope that before it is too late railroad management (when we speak of management we are not singling out any particular group for criticism, we mean management at all levels) will try a new approach and make an endeavor to earn the respect and loyalty of their employes. The employes want their industry to prosper as it has never prospered before. There is no limit to what can be accomplished by mutual respect of labor and management for each others' positions.

We in labor recognize that labor-management relations must be conducted on a two-way street. Heretofore we have too often traveled on a one-way street and most generally downhill. We are in a new era and it is time for all of us on both sides of the table to think positively and progressively about the future of the industry. It is time that the industry start working with its employes, solicit their help and cooperation in making the industry the finest transportation system in the world. This can be done and it is time that we start moving in this direction.

If the atmosphere is to be conducive to better labor-management relations, we suggest that management, as a starter, bury the terms "featherbedding" "lockout" and "force reduction," and in addition get rid of the idea that the only evil that plagues their operation is "too many employes." We suggest that they start looking on their loyal employes as invaluable assets who are vital to their successful operation and who ask only that they be given just recognition for their important service and contribution to the industry.

Is this too much to ask? Or is it possible that such an atmosphere can come into existence. We think it can!

Senate Passes Pension Bill

THE SIGNALMEN AND 12 other standard railroad labor organizations won a major victory in the U.S. Senate in their fight to restore full supplemental pension payments without compulsory retirement and other undesirable conditions.

On February 4, by a vote of 85 to 1, the Senate passed a compromise to HR 13300, a bill that passed in the U.S. House last year with the support of the carriers and three other rail unions. Senator Ralph Smith of Illinois cast the only dissenting vote.

The Senate version does not compel retirement at age 65 nor permit the making of "yellow dog" agreements with favored employes nor impose a lengthy moratorium on bargaining for an increase in the amount of the payments.

The House version would have continued supplemental payments in exchange for forced retirement at age 65, individual contract provisions and other unacceptable conditions.

The Senate bill, worked out by Sen. Ralph Yarborough's labor and public welfare committee adopted many recommendations of the Senate subcommittee on railroad retirement, chaired by Sen. Tom Eagleton of Missouri.

Instead of forced retirement, the bill, sponsored by Eagleton, provides retirement "incentives" in the form of cuts in supplemental pension payments. Such payments would be reduced 25 percent for each year an employe worked past age 65.

At age 69 an employe who elected to continue working would forfeit his right to any supplemental pension benefit.

The Senate bill provides a way employes can satisfy the 25 year service requirement needed to be eligible for supplemental pension payments.

An employe who reaches 65 before completing 25 years service may continue working without penalty until the end of the year in which the requirement is met.

Under the House bill, an estimated 11,000 present railroaders would have been denied supplemental payments because they would have been forced to retire at 65 before completing 25 years service.

After the service requirement is met, however, the forfeiture becomes cumulative. For example, an employe completing 25 years service during the year in which he reached age 66 would forfeit 50 percent of the supplemental annuity to continue working. Similarly, if he acquired 25 years service at age 67, he would forfeit 75 percent of the supplemental annuity if he kept working, and so on. It would not, however, affect basic retirement benefits.

Senator Eagleton's substitute bill reduces by two years the moratorium in which supplemental pensions can be brought up in collective bargaining.

H.R. 13300 would have precluded all rail unions from seeking much needed improvements in the supplemental pension program until 1975. The Senate imposed moratorium lasts only until 1973.

By tying supplemental pension payments to "incentives" instead of compulsory retirement, the Senate bill also eliminates the dangerous "yellow dog" provisions in H.R. 13300 as passed by the House.

Supplemental annuity payments will be made permanent under terms of the Senate bill. It provides that carriers will be billed quarterly for the amount determined by the Railroad Retirement Board to be adequate to meet all obligations and maintain the fund.

Supplemental pension payments for thousands of retired workers were reduced this year.

Eagleton's bill makes payment of all supplemental pensions now in arrears mandatory.

Meetings had been scheduled to see if the Senate compromise was agreeable to House leaders as this issue of the Signalman's Journal went to press.

If it is not, the measure will have to go to a House-Senate conference committee to work out final details.

The joint House-Senate committee named to work out details of the Senate version are: Representatives Harley Staggers (D., West Virginia); Samuel N. Friedel, (D., Maryland); John D. Dingell (D., Michigan); William L. Springer (R, Illinois); and Samuel L. Devine (R., Ohio).

Senators who will serve as conferees are: Thomas F. Eagleton (D., Missouri); Claiborne Pell (D., Rhode Island); Gaylord Nelson (D., Wisconsin); Harold E. Hughes (D., Iowa); Ralph T. Smith (R., Illinois); Richard S. Schweiker (R., Pennsylvania); and William B. Saxbee (R., Ohio).

Value Of Union Membership

WHAT IS A UNION CONtract worth to the average worker?

In 1966, according to the U.S. Labor Dept. it was worth $1.14 an hour or about $2,371 a year.

That was the difference in the average hourly compensation of non-office workers in establishments with union contracts and those without union contracts.

The dollar difference is almost certainly greater now, but the 1966 data was the latest available when the Bureau of Labor Statistics published its report on "Employe Compensation in the Private Non-farm Economy."

Part of the difference was in the basic straight-time wage rates.

The average union worker made $2.62 an hour at the time of the survey, as compared to $1.88 an hour in non-union employment.

But he also got substantially more vacation time, holidays, pension benefits, health insurance and other fringe benefits.

That brought his total hourly compensation—the amount the employer pays out on his behalf—to $3.37 an hour. For the worker without a union contract, the comparable figure was only $2.23 an hour.

Since the union worker puts in fewer hours on the job because of his longer vacations and added holidays, the difference is even greater when measured in terms of total compensation per hour actually worked. The Labor Dept. figures for that category boost the union differential to $1.29 an hour more than the non-union worker.

YOUR WASHINGTON Reporter

By Richard J. Calistri

WHAT WILL BE DONE IN Congress to save rail passenger service in the United States remains uncertain at this writing, as the Administration blew hot and cold on the issue.

The Department of Transportation was all set in January to unveil a plan for a semi-public corporation to take over passenger service. It was to be known as Railpax. Newspapers carried many details about the plan and even reported that President Nixon had given his approval.

However, the press secretary of the White House quickly gave the "heave-ho" to the Railpax plan, declaring it was only one of several proposals under consideration and the "least likely" one to get Administration approval. President Nixon remained silent on the subject in his Budget message to Congress. The message carried no funds for the project.

Under the DOT scheme, Railpax would be set up with federal aid of up to $100 million to take over and upgrade passenger trains on selected routes. A DOT spokesman said it would be a "Comsat-type" operation—that is, one like the Communications Satellite Corporation, in which private industry and the government have shares.

At this writing, with the Railpax plan apparently derailed, attention centered on a Senate Commerce Committee proposal to provide $240 million in federal funds over the next four years to subsidize trains kept in service by ICC orders.

The Committee was set to act on the bill in January but delayed action, in part because the DOT said it wanted the committee to consider its own program. Now, with the DOT plan "snafued," it appeared the committee would move ahead soon on its own measure.

However, Secretary of Transportation John A. Volpe later let it be known that the DOT is now considering a long-range plan for creation of a unified transport trust fund which would "incorporate the needs and functions of all modes of transportation." Whether such plan materializes, Volpe said, will depend on the extent of public support for the idea.

* * *

John H. Reed, chairman of the National Transportation Safety Board, has warned that the practice of allowing the railroads, instead of the government, to administer certain federal safety laws on transport of hazardous materials, is costing the public heavily "not only in dollars—but in death, disability and suffering."

In a recent speech, the former governor of Maine told of NTSB investigations of five railroad accidents in which a common denominator was found—each of the trains involved was carrying hazardous cargo of highly flammable or toxic materials.

Probing into the background of these accidents, Reed said, the Board discovered that federal regulations "intended to protect the public against fire and explosions resulting from railroad accidents . . . has been delegated to the Bureau of Explosives of the Association of American Railroads."

Reed noted that unlike most rail safety regulations, "the field of tank car safety has long been a federal responsibility." However, he said, "in practice, virtually all regulations relating to tank cars originate in the Committee on Tank Cars of the AAR. . ."

Following a tragic accident at Laurel, Mississippi, on January 25, 1969—in which two persons died and there was tremendous property damage—some changes in regulations on tank cars were issued. Two of those changes, Reed declared, "were originated by the AAR Committee on Tank Cars and adopted as federal regulations," without adequate testing by any federal agency.

Reed said the Laurel tragedy served, in effect, as a test of the tank car regulations—and compared with the cost of adequate federal testing, it involved too high a cost to the public.

The NTSB is urging that the present arrangements be changed, Reed declared.

* * *

There have been mixed predictions on the 1970 outlook for the nation's railroad industry, but Railway Age magazine has come up with a rosy report.

According to the magazine, the total railway market will be in the "respectable" neighborhood of $4 billion and there will be heavier outlays for maintenance of way, for communications and signaling equip- and for new cars.

Railway Age believes the industry will set new ton-mile records before the year is up and will increase investment in equipment and property improvements by about 7 percent.

Spurred by the furor caused by the increasing number of derailments, many of which have been blamed on defective track conditions, the magazine reports that many railroads are planning numerous improvements this year—more, in fact, than in some years.

Unless these plans are "scuttled by managerial edict," due to a possible economic slump, Railway Age predicts there will be a 15.2 percent increase in crosstie renewals and rail renewals will be up by about 11.1 percent.

Heavier outlays also are forecast for both communications and signaling equipment. The magazine thinks signaling expenditures will be up 44 percent and outlays for communications will be up 21 percent.

Also, there will be more training of unskilled and semi-skilled men under Brotherhood of Railroad Signalmen training programs.

In addition to these improvements, Railway Age believes that tax revisions, passed last year, hold promise of a stronger equipment market this year. The magazine optimistically forecasts that the railroads could order as many as 70,000 new freight cars and 1,300 new locomotives in 1970.

Agreement Reached on Health and Welfare

A tentative agreement was reached on February 20 between all rail Brotherhoods and the nation's Carriers to increase benefits under some sections of Group Policy Contract GA 23000.

Increased contributions will also be made by railroad hospital associations to provide benefits for their employes through their respective hospital associations.

As this is written, the language to implement the tentative agreement is being prepared for review by the organizations and carriers.

Upon completion of the review of the tentative agreement a formal agreement will be signed which will result in our members receiving increased health and welfare benefits during the next two contract years, March 1, 1970 to February 28, 1972.

Full details of the agreement will be included in the April issue of the Signalman's Journal.

House Schedules Hearings On Retirement Increases

REPRESENTATIVE HARLEY STAGGERS (D., WEST VIRGINIA) CHAIRman of the House Interstate Commerce Committee introduced a bill on February 5 to amend the Railroad Retirement Act to provide for 15 percent increase in annuities, retroactive to January 1 and to change the method of computing interest on investments of the Railroad Retirement accounts.

The new bill is numbered H.R. 15733 and is co-sponsored by many other House members.

The measure favored by Brotherhood of Railroad Signalmen and all organizations affiliated with the Railway Labor Executives' Association and agreed upon by all other rail unions is set to move ahead by Congress.

Rep. Staggers announced that hearings on the bill were held on February 24 by the Commerce committee's subcommittee on transportation and aeronautics headed by Rep. Samuel Friedel, (D., Md.).

General Counsel, Edward J. Hickey, Jr. was scheduled to appear as a witness for the proposed legislation on behalf of the RLEA.

C. J. Chamberlain, chairman of the RLEA emphasized all-out support of the bill.

Members of the Brotherhood of Railroad Signalmen and all rail workers are strongly urged by Chamberlain and the union chiefs to write to the congressmen from their districts and the senators from their states, calling for quick enactment of the legislation.

Retired Signal Maintainer Elected Mayor of Price, Utah

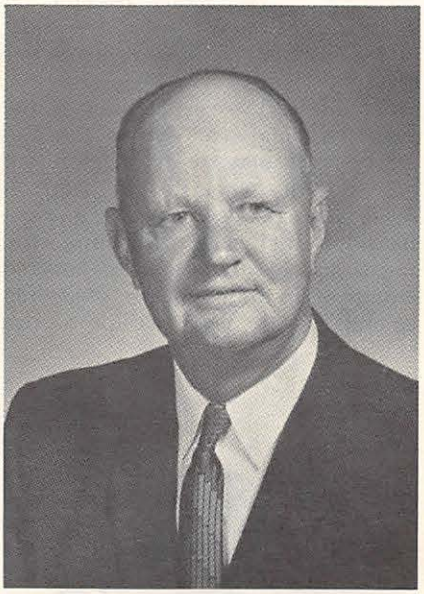
BROTHER WALTER H. MAYnard, retired from the Rio Grande Signal Department on December 31, 1969, but not to a rocking chair.

Walt Maynard was sworn in as Mayor of Price, Utah on January 5, which should keep him busy. Besides being Mayor of Price, Brother Maynard is a member of the Governor's Advisory Council, representing South Eastern Utah; is Chairman of the Carbon County Hospital building board, and a member of the governing board; Secretary of the Pro Carbon Industry Board.

He is also treasurer of the Price River Water improvement district which is in the process of building a new sewage treatment plant at the cost of $3,000,000.

Brother Maynard was born and raised in Huntsville, Alabama, the home of another politician Senator John J. Sparkman.

He started his signal career on the B&O in Dayton, Ohio in February 1924 joining B. of R. S. Local 94 three weeks later. Walt spent three years on the B&O and moved to the General Railway Signal Co. for two years before hiring out on the Denver and Rio Grande Western Railroad on February 18, 1929 as a signal foreman.



Walter H. Maynard

In 1930 Walt bid the maintainer's position at Price, Utah and held that job until his retirement in 1969.

Brother Maynard is a charter member of Local 24 and helped Vice President L. R. Smith organize their local in 1929.

Brother Maynard has been a member of the Brotherhood of Railroad Signalmen for 46 years.

A brother, H. A. Maynard worked on the B&O as a signal maintainer for many years and was the signal engineer at Cincinnati, Ohio at the time of his retirement a few years ago.

Brother Maynard recalls that when he went to work in 1924 the wages were 50¢ an hour and when he retired in 1969 he was receiving $3.85 an hour.

As Mayor of Price, Brother Maynard will have plenty to do during his retirement. With his past record, he will, without question, see that Price, Utah meets the same standards he set on the railroad and in our Brotherhood.

The officers at Grand Lodge join his many friends on the Rio Grande in wishing him well in his new endeavor.

Credit for Military Service Under the RRA

A LARGE PROPORTION OF the men working in the railroad industry have served in the Armed Forces of the United States. The following questions and answers explain when they can receive retirement credit under the Railroad Retirement Act for their military service. Special emphasis is given to the problems that arise because of the restrictions on the crediting of military service toward more than one benefit from the Federal Government.

Under what conditions can an employe receive credit under the Railroad Retirement Act for time spent in military service?

There are generally two conditions which must be met: (1) he must have entered the Armed Forces either involuntarily or while the United States was at war or in a state of national emergency, and (2) he must have previously worked in the railroad industry, either in the year he entered military service or in the preceding year.

What are the dates of the periods when the United States was at war or in a state of emergency?

Starting with World War I these are:

World War I.—April 6, 1917, through November 11, 1918

World War II national emergency.—September 8, 1939 through June 14, 1948

Current national emergency.—December 16, 1950, to date.

I was drafted in 1949 before the current national emergency began. Can I receive credit for my military service?

Yes. You can get credit for military service outside of a war or emergency period, providing you did not enter the service voluntarily. Also, if you entered military service during a war or emergency period and were required to stay in service after this period, all of your service can generally be creditable.

I did not go to work for a railroad until after my discharge from service in 1947. Does this mean that my military service will not be creditable?

It is not creditable under the Railroad Retirement Act. However, it is creditable under the Social Security Act and will be counted like social security employment at wages of $160 a month in determining what benefits are payable to you and your family under each law.

I was working for a railroad at the time I was drafted in 1957. Social security taxes were deducted from my base pay while I was in service. Will this military service be creditable under the Railroad Retirement Act or under the Social Security Act?

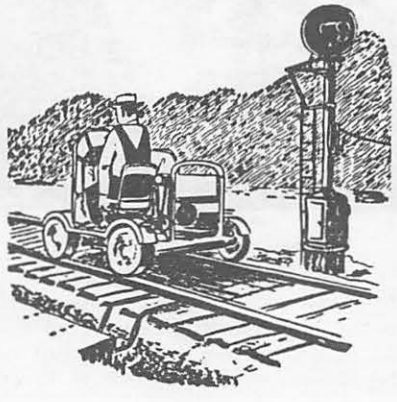
If your total service—railroad and military combined—equals at least 120 months, you can receive credit under the Railroad Retirement Act for military service after 1956. If you do not meet the 120-month requirement on this basis, your military service will be creditable under the Social Security Act.

I was in the United States merchant marine for 3 years during World War II. Can I receive credit for this service?

No. Service with the merchant marine or civilian employment with the armed services is not creditable.

I work for a railroad and am a member of the Army Reserve. If I should be called to active duty, can I receive credit for my active service?

Yes. If you are a member of the National Guard or one of the Reserves, you may receive credit for your military service if you are called to active duty during the present national emergency. Of course, you must have worked for a covered employer in the same or preceding calendar year. Your receipt of this credit is also contingent on your satisfying the 120-month requirement as explained in question 5.



Will I receive higher benefits because I have creditable military service?

You may or may not receive higher benefits. This depends mainly on whether your military service is also a basis for benefits from another Federal agency. More details on this are covered in the questions below.

How will my creditable military service be used in figuring the amount of my annuity?

That will depend on when you were in service. If your military service was performed after 1936 and before 1968, it will be treated as if it were railroad service for which you were paid $160 a month; if your military service was performed after 1967, it will be treated as if it were railroad service for which you were paid $260 a month.

Military service performed before 1937 can be used to increase the years of service to your credit. (Like railroad service before 1937, however, it cannot be used to bring your total service to more than 30 years.) The average earnings on which your annuity is based would not be affected by this service.

You mentioned that the amount of any increase in an annuity due to military service would depend on whether the individual was receiving another Federal benefit. Will you explain this?

The cost of crediting military service toward railroad retirement annuities is borne by the Federal Government. For this reason, there are restrictions on the use of military service in computing benefits if it is a basis for benefits from another Federal agency. These other benefits included those payable by the Veterans Administration, the Social Security Administration, and the Civil Service Commission.

Generally, the reduction in the railroad benefit is proportional to the additional service credited. However, the railroad benefit is never reduced below the amount it would have been without the military service, and the reduction is

restored for any month for which the other benefit is not payable.

I needed credit for my military service in order to qualify for my railroad retirement annuity. Does this mean I will lose my annuity if I qualify for a veteran's pension?

No. The annuity would be reduced, but part would remain payable. This is true even though, in a sense, the whole annuity is due to military service.

Next month I could qualify for a nonservice-connected disability pension from the Veterans Administration (VA). However, my railroad retirement income will put me over the VA income limitations. If I hadn't claimed credit for my military service, my annuity would have been below the income limit. Will I lose my veteran's pension just because I claimed credit for my military service?

No. Your VA pension will not be affected because of the increase in your annuity due to military service. The VA uses the railroad retirement benefit which would be payable without military service in determining whether you are over their income limits. Thus, claiming credit for military service with the Board cannot adversely affect your VA benefit.

If my income from my railroad retirement annuity without military service was higher than the VA limit, can I voluntarily waive a part of my railroad retirement benefit so that the amount I receive is below the income limit?

No. Such waivers are not recognized by the VA. Waivers were permitted for individuals on the veterans pension rolls before July 1, 1960. Persons who came on the rolls after that date cannot gain by waiving part of their railroad retirement annuity.

I have more than 10 years of service for a railroad but not enough credits for a social security benefit unless I use my military service. Where would it be to my advantage to claim military service?

You will generally be better off to claim credit with the Social Security Administration. The minimum social security benefit is $55. On the other hand, your military service would increase your regular monthly railroad retirement annuity by at most $4.65 for each year of military service between 1937 and 1967 inclusive and by $6.44 for each year of military service after 1967.

I am eligible for benefits under both the railroad retirement and social security systems without my military service. Where would it be more advantageous for me to claim my military service?

The best procedure is to claim credit for your military service with both agencies. However, it is important that you first claim military service with the Social Security Administration and wait until they have awarded a benefit before claiming your military service with the Board. The Board will then use the military service only if you would be better off by including it with your railroad service. If the Board counts your military service, the Social Security Administration will discontinue using it. On the other hand, once your military service is used by the Board, it cannot be counted toward your social security benefit even though it might have been to your advantage to do so.

I have 25 years of railroad service and 2 years of military service. Is it possible to use my military service for the supplemental annuity but not for the regular annuity?

Yes. The additional amount of supplemental annuity due to military service is not subject to a reduction for benefits based on the same military service which are payable by another Federal agency. As a result, even if your regular annuity does not include military service because of these other benefits, your supplemental annuity will be increased as a result of your military service. However, social security treats military service included in the computation of the supplemental annuity in the same way that such service is treated when included in the regular railroad retirement annuity (see questions 15 and 16).

Can military service be used to increase survivor benefits?

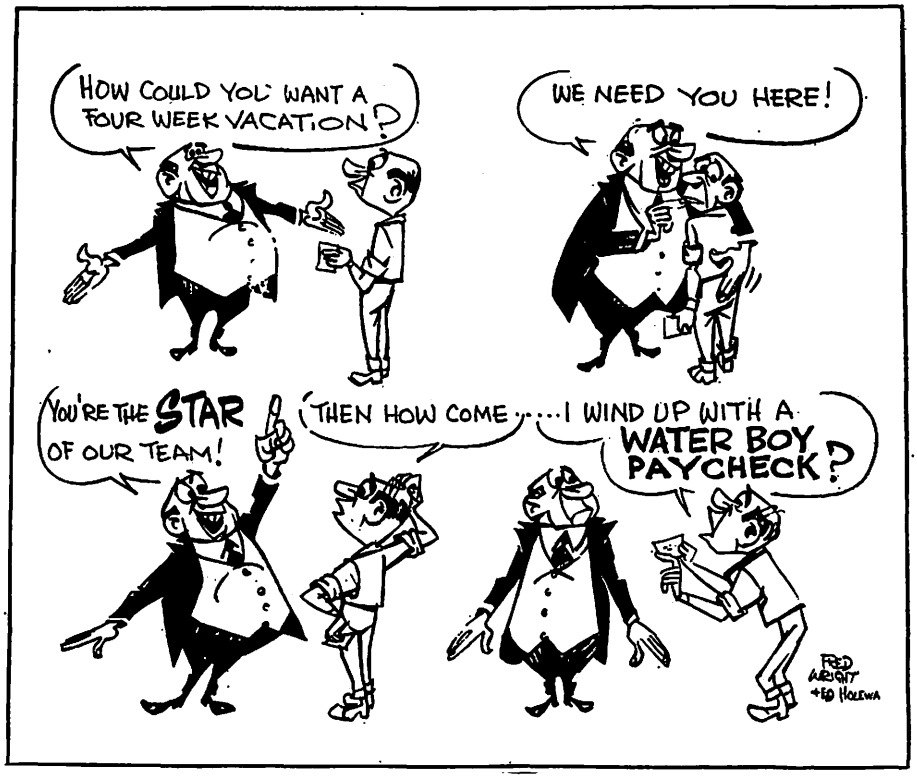
Yes. Military service performed after 1936 can be used to increase survivor benefits if it was creditable under either railroad retirement or social security. Survivor benefits are computed on the basis of combined railroad retirement and social security credits.

How are the additional benefits due to military service financed?

The money to finance military service benefits under the Railroad Retirement Act comes from the Federal Government. Special methods of determining the amount due the railroad retirement account are used for different periods of military service.

I have 8 years of railroad service and 4 years of military service. Can my military service count toward the requirements for extended unemployment and sickness benefits under the Railroad Unemployment Insurance Act?

Yes, if it would be creditable under the Railroad Retirement Act.


HOW COULD YOU WANT A FOUR WEEK VACATION?
WE NEED YOU HERE!
YOU'RE THE STAR OF OUR TEAM!
THEN HOW COME.....I WIND UP WITH A WATER BOY PAYCHECK?
FRED ARLIGHT + ED HOLEWA

news from Canada

CANADA IS ENGAGED IN A do-or-die battle against inflation, and from Prime Minister Trudeau's own lips it became known that he intends the battle to be won, even if a few hundred thousand more people join the ranks of the unemployed. He said this much and more in a telecast before Christmas Day. What a holiday gift!

He also accused the better-off provinces—Ontario, Alberta and British Columbia—of not doing their share to fight inflation, of letting boom conditions go unchecked.

Prime Minister Trudeau's idea of checking the boom is to allow interest rates to go up to the highest rate in history. This has allowed the banks—all of them—to make the biggest profit in their very profitable history.

HE also ordered the layoff or firing of 25,000 civil servants, and economies in government construction.

He got sharp answers from the provinces, especially where unemployment is very high already.

Construction is Political Football

Ontario cracked back at him that he is allowing three large office buildings to be started in Ottawa while expecting the provinces to cut back. One of the government office buildings was a $28 million structure for the defense department. Since the Federal government has cut down sharply on defense spending, why a new office building? For armchair generals?

That's what it must have been for the Federal government soon announced that the plans for that building were being postponed.

But the Ontario government is going ahead with its construction plans. It is now spending millions of dollars renting office space from private developers. It would be penny wise and pound foolish to delay construction of its own premises. So the government thinks.

But private home builders are finding the going very rough in today's tight money market. The only way that homes will be built in sufficient numbers in 1970 is if the government gives residential construction top priority. Halfway measures just won't do. But with government anti-inflation policy being what it is, more money but not enough money may be channelled into housing, while the commercial construction market will be lucky if it meets last year's production figures.

If construction is down or does not increase, more unemployment will show up in the building trades.

Last year, builders had a hard time finding enough money to build 200,000 homes. This was at least 50,000 short of the demand. Shortage of supply pushes up prices, and this is what has happened.

You can't fight inflation by cutting back supply. Cutting back pushes up prices and that's inflationary.

CLC Condemns Jobless Attitude

Not everyone will agree with the Federal government that inflation is our gravest danger and requires the most serious action, even controls.

The Canadian Labor Congress certainly does not, nor do some of Canada's most reputable economists.

The CLC charged the Prime Minister with a "callous attitude toward unemployment." CLC President MacDonald said that Trudeau is trying to pin the blame on the workers of Canada while "the conditions being experienced in Canada have come to a considerable degree from the United States. Actually current inflation is a problem facing many countries."

Some economists say that Trudeau's policies are bound to fail. Even if unemployment does go up, inflation may go unchecked. Then what?

It is far better, they argue, to have some inflation with a little unemployment than to chase a will-o-the-wisp like stable prices in today's troubled world and at the same time cause untold misery in people's lives.

Toronto Metro Is Building Boom Hub

Ontario is one of the construction boom areas on the North American continent. In residential construction it probably leads on a per capita basis. Prices have boomed too.

In Metro Toronto the home which sold for an average of $18,883 in 1965 went up to $30,560 in 1969.

But the biggest boom is in office buildings.

The Toronto-Dominion Centre, the $160 million complex, is now completed with the tallest tower in the Commonwealth, 56 storeys and 740 feet in height.

But it won't hold the "tallest" honor for very long.

Ground has already been broken for a new Canadian Imperial Bank of Commerce complex. The highest structure will go up 784 feet. Called Commerce Court, the whole project will be a $100 million development to be completed by 1972.

There are several $50 million projects under way but these are dwarfed by a $250 million job at the waterfront which is having some trouble getting financing, and a one billion dollar Metro Centre to be built jointly by Canada's two major railways, the Canadian National and the Canadian Pacific in downtown Toronto.

This Metro Centre complex will cover 190 acres of railway property and is expected to take 15 years to complete.

Sad Notes On Inflation Front

Anti-inflation Blues: interest rates on first mortgages have reached 10½ percent, on second mortgages 14½ percent and UP.

OHC Is Now Biggest Landlord

The Ontario Housing Corporation, the provincial government's housing authority, is in the housing business in a big way.

OHC finances its developments by borrowing 90 percent of its funds from Central Mortgage and Housing Corporation, the Federal government agency, and 10 percent from the provincial treasury.

It leases its family and senior citizen housing on a rent geared-to-income basis. Rents start at $32 a month for persons whose monthly income does not exceed $192.00.

At the end of last year, OHC had 23,933 family and 2,786 senior citizen dwellings under administration.

Another 12,434 family and 7,802 senior citizen dwellings were under various stages of development for a total program of 46,955 rental dwellings.

In a few years OHC has become the biggest landlord in Canada. It's going to get bigger.

Ontario Fed. Pushes Guaranteed Income

The Ontario Federation of Labor is taking to the air to reach the public in support of the Guaranteed Annual Income.

This month the trade union movement in Canada is engaged in a postcard campaign to persuade the Federal government that Canada's social security legislation needs a good overhaul including an underpinning by a guaranteed income program.

The OFL has booked time on some of the best radio stations in the province to promote the idea. The stations are in Toronto, Hamilton and London covering the industrial heartland of Ontario and in Sudbury, Sault Ste. Marie and Thunder Bay, covering a good part of Northern Ontario.

Canada has a fairly substantial social security system including family allowances, unemployment insurance, old age pensions, workmen's compensation, mothers' allowances and rents geared-to-income. But together the program falls short of today's needs. Too much overlapping in some cases, too many gaps in others, too little money in most.

The guaranteed income would make up the deficiencies. If introduced it would be about the first in the non-communist world. Great advocate of guaranteed annual income is Canadian born U.S. economist John Kenneth Galbraith.

Northern Lines Merger Approved By Supreme Court

BARRING UNFORESEEN LEGAL PROBLEMS THE NORTHERN Lines will be combined into the largest rail system in the nation on March 2.

The Supreme Court on February 2, approved the Northern Lines merger with a seven-to-nothing decision that apparently cleared the track for the railroad consolidation.

The decision allowed the Great Northern, the Northern Pacific, and the Chicago, Burlington & Quincy, to combine their facilities into a 27,000-mile system.

The new railroad, to be called the Burlington Northern, will span the northern tier of states from the Great Lakes to the Pacific and extending into the Midwest down to the Gulf of Mexico.

For the Northern Lines, the decision culminates three-quarters of a century of trying to get together. The Supreme Court stopped them in 1896 and again in 1904, and the Interstate Commerce Commission thwarted them in 1930. Each time, the court or the commission decided the elimination of competition wouldn't be in the public interest.

The change of mind at the ICC and the Supreme Court, 40 years after the Northern Lines' previous try, didn't come as any great surprise.

The ICC has approved all major rail merger applications filed with it in the past decade, and the Supreme Court has approved the commission's decisions that have been appealed to it.

None of the previously approved mergers joined railroads as big or as financially strong as the Northern Lines.

The new lines will have assets of about $4 billion and annual operating revenue of more than $800 million.

The law currently directs the ICC to preserve competition among railroads "as fully as possible," but also says the anticompetitive effects of any merger are to be weighed against cost reduction and other factors.

The court said the merger's anticompetitive effects will be outweighed by the estimated $40 million of annual savings the railroads expect to realize, plus public benefits. The other benefits are expected to include a bigger supply of freight cars for shippers, better loading and unloading service and faster routing.

Top brass of the new company will include John M. Budd of the Great Northern, who will be chairman and chief executive officer of the Burlington Northern; Louis W. Menk, of the Northern Pacific, who will be president of the Burlington Northern; and William J. Quinn of the Burlington, who will be vice chairman of the consolidated system.

In a joint statement, the three executives described the physical task of consolidating their roads as "a momentous undertaking that will be started immediately, and it is one we approach both with determination and with enthusiasm." They expressed gratitude at having "finally gained a long-sought opportunity to prove our merger will result in a dynamic new transportation system that shall benefit not only the American West but the nation as a whole."

All three stated that the service on the day after the merger will be better than it was on the day before.

None of the three had much to say about passenger service, except to indicate that in their opinion it is a money-losing proposition.

In his book Save Money and Grow Rich, John W. King says one way would be to stop smoking. A pack a day for 50 years, at present prices, would amount to an expenditure of $25,333.04.

The U. S. Labor Department reports that the nation's women workers now total 30 million, or 36 percent of all workers. If women were to suddenly withdraw from the work force, the economy would come to a standstill.

The Railroad Passenger
The Forgotten Man

UNCLE HOTCHKISS HAS A tempermental heart. The doctor says no flying.

Cousin Bonnie has infected sinuses. She should never go up when she has a head cold.

Aunt Emma gets airsick. And Grandpa is afraid of flying.

Well, no matter, you say—they can take a train to wherever they want to go. But that's the point: they can't. There is none out of Corpus Christi, Texas, or Muncie, Indiana.

And what about you, flying from New York to Washington on business—just an hour by plane, but three or four on the ground, getting to and from the airport, more circling the field until your plane can land, and still more waiting for your baggage?

You would have preferred to take a train if the service weren't so bad, the food so undercooked and over-priced, and the cars so old, dirty and uncomfortable.

Perhaps you ought to complain, so that the railroads will know they are losing your patronage because of poor service and shortsighted management. Well, don't bother. They know it very well: in fact, they are doing their best to get rid of you.

The railroads do not want your business. They have been downgrading service and eliminating passenger trains for three decades in a determined effort to switch you to another means of travel. Since 1929, they have managed to cut out 95.5 percent of their passenger trains—a tragedy to the Brotherhood of Sleeping Car Porters as well as the other railway unions, and an incalculable loss to you. They would exterminate all the rest, if they could.

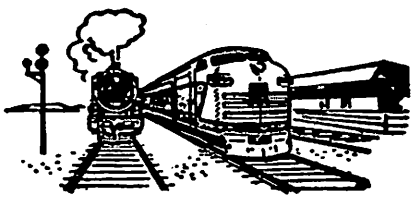
Why this wanton destruction of an important public facility? The railroads answer that the passenger trains are losing money. "The freight traffic is subsidizing the passenger traffic," runs their familiar song.

All their problems would be solved, they insist, if only they could get rid of their passenger trade. And the shippers fancy that with passengers removed, freight rates would go down.

But the railroads have an obligation to Grandpa, and Aunt Emma, and Uncle Hotchkiss, and Cousin Bonnie and you. They were granted charters by the various states to build and to operate public highways. The railroads are public thoroughfares, like turnpikes and canals, created to serve the public need and convenience.

To this end, railroads were given vast grants of public lands and public funds. By 1880, the various states had poured at least $228,500,000 into railroad coffers (in good old-fashioned, 19th century, pre-inflation dollars), counties and municipalities had contributed another $300 million. New York State and its counties and towns supported its railroads to the tune of $40 million in cash or investments, only a quarter of which was ever repaid. The federal government and the states forked over 184 million acres to the railroads, about one-tenth of the land area of the continental United States! Texas alone handed over some 32 million acres, which is more real estate than makes up many of our states, New York included. In theory, at least, the railroads are very obligated to the public.

Because of the conflict in interests and the constant struggle resulting from it, other nations of the world have, one by one, found it necessary to nationalize their railroads. In this bastion of free enterprise, however, the bogey of nationalization has been staunchly resisted. The private interest has thrived on schemes and counterschemes, swindles and superswindles, crosses and doublecrosses, mergers and submergers, rate wars and hate wars, purchases of senators and commissioners, stock manipulations, panics and depressions, graft and bribery, while the public interest was treated to arrogance and discurtesy.



The ICC to the Rescue

It became increasingly evident that more than promises was needed to protect the public against the respectable piracy of the railroad tycoons. In 1886, a public outcry led to the appointment of a Senate Committee on Interstate Commerce. The Committee proposed a bill which, among other things, would create a five-man federal commission with power to investigate and regulate the financial operations and management of the railroads. It was not the first such bill to be proposed, but it was the first to be passed. Despite the howls of the railroad lobbyists, it became law on February 4, 1887.

The new Interstate Commerce Commission had no means of enforcing its decisions, however. There was no limit to the ways in which the law could be flouted by cutthroat railroad operators. Without qualms, they betrayed not only the law, but each other. Price wars, illegal rebates, swindles and rigging of books were common practice. One of the railroad presidents told a conference called by J. Pierpont Morgan, "Gentlemen, I have the utmost respect for you individually, but as railroad presidents I wouldn't trust you with my watch out of my sight."

Arrogance and Corruption

Although the ICC became more and more impotent, the railroad magnates frothed at the mouth at the very mention of it, and agitated for its removal. In 1892, Richard S. Olney, counsel for one of the railroads and a director of two others (late Attorney General in Grover Cleveland's Cabinet), advised C.

Perkins, president of the Burlington railroad: "The Commission, as its functions have now been limited by the courts, . . . can be . . . of great use to the railroads. It satisfies the popular clamor for a government supervision of railroads, at the same time that supervision is almost entirely minimal. . . The part of wisdom is not to destroy the Commission, but to utilize it.

By the turn of the century, the helpless public thoroughly hated the railroads for their refusal to adopt safety methods (10,000 people were killed in railroad accidents every year and another 80,000 injured); for their arrogance and corruption; for their tax evasions; and for their merciless exploitation of their trainmen (working them 18 hours a day on freight trains). The ICC was of little use to the public in these matters. "The railroads own many of our courts and other public bodies," Commissioner Charles A. Prouty wryly told a reporter in 1904. "Not because they have of necessity bought them with money; they have a different way of doing things. They see to it that the right men . . . are elected. If the Interstate Commerce Commission were worth buying, the railroads would try to buy it. The only reason they have not tried . . . is that this body is valueless in its ability to correct railroad abuses."

"I use the Harlem (the New York and Harlem Railroad) just as though it all belonged to me, and that is the way I shall control every other road as long as I control any — as though it all belonged to me."
Cornelius Vanderbilt, 1869

It was the crusading Senator Robert La Follette of Wisconsin who sent accountants to look into the books of the railroads in his state, uncovering illegal rebates of over $10 million (which defrauded the public of hundreds of thousands in taxes) and consistent lies and defrauding.

Inquiries were launched, and the U.S. Attorney General instructed United States attorneys to prosecute railroads that paid rebates. In June of 1906, Congress passed the Hepburn bill fixing railroad rates. Succeeding Congresses strengthened federal controls over the huge railroad empire.

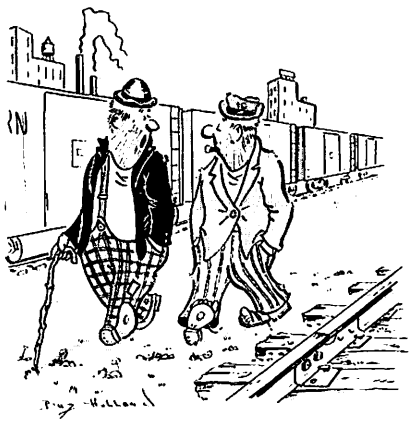
Freight Is King

Early in this century, the railroads were of a mind to dump their passenger trade in favor of the more lucrative and less demanding freight. Freight requires no attention, except from its shippers, doesn't object to filth and obsolescence, doesn't require feeding, sleeping or sanitation, doesn't smoke, drink or litter, doesn't sniffle when it's cold or perspire when it's too hot, and best of all, never complains. Furthermore, there was no limit to the prices that could be extorted from the shippers (and passed on to the public), whereas there was a fixed rate of two cents per mile for passenger fares. But it was not until the advent of the automobile that the railroads had a place to dump the unwanted passenger trade.

In 1920, the railroads began to eliminate hundreds of passenger trains. A meeting of presidents of eastern railroads in 1928 discussed how they might get out of the passenger business. Their answer was to downgrade service, to arrange inconvenient schedules and long, dreary trips, to let equipment deteriorate, and to encourage car and bus travel. And all the while to complain about the deficits of passenger traffic.

In the South and West, a few companies continued to promote their passenger traffic, but in the East during the 1940's only Robert C. Young, of the Chesapeake & Ohio made such an effort. Scotching all the old stock ideas about the passenger trade, Young called the sleepers "rolling tenements." Since 1954, however, almost all the eastern lines have been busily wrecking their passenger traffic.

It has been the habit of the railroads, whenever their legalized piracy has been impeded, to turn howling to the federal government like a favorite child running squalling to papa. At these times they virtuously remind everyone that the railroads exist in the public interest. After conducting hearings, a Senate committee summed up the reasons for the railroads' plight: The picture was one of "obsolete equipment, nineteenth century economics, and antiquated thinking. . ." Congress changed some of the rules on rate-making and instructed the ICC to give what aid it could to permit the carriers to capitalize on their natural advantages.



"Oh, flying is alright, I just prefer traveling by rail."

In the past decades, the railroads have begun to carry freight by "piggyback" and to cooperate with the truckers by moving their trailers part of the way. Special freight cars were designed, such as the double-deck and triple-deck autorack cars, the "Big John" hoppers that carry more than 100 tons of grain, tank cars holding up to 15,000 gallons, boxcars that can haul an 80-acre tobacco crop, and other specialized trains.

Then began a series of mergers "in the public interest." In 1962 the Chesapeake & Ohio merged with the Baltimore & Ohio; in 1963, the Norfolk and Western joined the Nickel Plate and the Wabash; in 1966 the Pennsylvania united with the New York Central.

Although the ICC had stipulated that the Penn Central merger was contingent upon inclusion of freight and passenger operations of the New York, New Haven and Hartford, no sooner was the merger approved than the two railroads declared they could not handle the New Haven's passenger traffic. Similarly, when the N&W absorbed the Erie Lackawanna and the Central of New Jersey, it disclaimed all responsibility for their passengers. Implicit in these rejections of responsibility for passenger service was a demand for more public funds—all in the public interest, of course—and an Olympian disdain for the interests of the many employes who would be left jobless.

The railroads have never made a secret of their intentions to liquidate their passenger traffic. In July, 1956, Donald J. Russell, president of the Southern Pacific, predicted the end of the Pullman car and the disappearance of long-distance rail travel. The Pennsylvania's president

told a New York Times reporter, "I've just about given up hope as to the future of long-haul passenger travel." These were not expressions of regret: they were statements of policy. The systematic annihilation of passenger traffic had been going on since 1929, and the railroads intended to accelerate the process.

Going, Going—Gone

The number of passenger trains in the United States had shrunk from at least 20,000 in 1929 to 11,000 in 1946. By 1964 they numbered only 1,300 and by August of 1967, less than 900. At least two states and any number of good-sized cities have no rail passenger service at all. There is no through service between some of the largest cities (between Cleveland and Detroit or Pittsburgh, for instance, or between Dallas and San Antonio). Efforts have been made to end or reduce service between New York and Boston.

This again, it is blandly proclaimed, is in the public interest. Aunt Emma, Uncle Hotchkiss, Cousin Bonnie and Grandpa are not convinced.

The railroads are quick to point out all the villains in the piece: the automobile; the airlines; discriminatory taxes; the money the federal government is lavishing on roads and airports (forgetting that it did as much for the railroads); rising costs of equipment and that favorite whipping boy of all incompetent managements, the unions.

How real is this passenger deficit that the railroads are always parading, like a professional beggar exhibiting his sores?

A Phantom Deficit

In a report to the ICC in 1962, Commissioner William H. Tucker called the deficit figures of the Baltimore and Ohio "overstated . . . misleading . . . contradictory . . . dubious . . . false." He showed how books were rigged and figures juggled. To achieve its net deficit for 1961, the railroad had arbitrarily reduced the book value of certain securities, had written off a number of claims, and had introduced figures that had no relationship to the 1961 operations. Calculated another way, the B&O could have shown a healthy profit for 1961. The company had, as a matter of fact, predicted a 1962 profit before it had decided to appeal for merger with the Chesapeake and Ohio.

"The roads are not run for the benefit of the 'dear public.' That cry is all nonsense."
William H. Vanderbilt, 1882

"These railway kings are among the greatest men . . . in America . . . They have more power . . . than perhaps anyone in political life, except the President and the Speaker who, after all, hold theirs only for four years and two years."
James Bryce, 19th Century British Historian

"Unlike a department store or grocery, a railroad cannot of its own free will discontinue a particular service to the public because an item of its business has become unprofitable."
Justice Felix Frankfurter

Only two other commissioners heeded Tucker, however, and the merger was approved.

The railroad industry managed to show a $5.5 billion deficit during the years 1950-57. It is obvious that no industry could have survived such staggering losses. "The passenger-service deficit, so-called, is . . . a statistical mirage," says Peter Lyon, in his book, To Hell in a Day Coach, "a fraud, a phony."

The statistical distortions were made possible by an antiquated formula for determining costs which were devised by the ICC in 1887. This formula, which was retired in 1894 and revived and elaborated 20 years later, allows railroads to

YOUR MONEY'S WORTH
by Sidney Margolius
IN FILING YOUR TAX RETURN
BE PREPARED TO PROVE YOUR EXEMPTION CLAIMS FOR DEPENDENTS, ESPECIALLY IF THE DEPENDENT DOES NOT LIVE IN YOUR HOME. YOU HAVE TO SHOW YOU PROVIDE OVER 50 PER CENT OF SUPPORT. AMONG USUAL EXPENSES OF DEPENDENTS THAT YOU CAN COUNT ARE MEALS, LODGING, CLOTHING, MEDICAL EXPENSES, EDUCATION, ENTERTAINMENT, TRANSPORTATION.
IF YOU SUPPORT A QUALIFIED RELATIVE BUT CANNOT CLAIM HIM BECAUSE HE HAS TAXABLE INCOME OF $600 OR MORE, YOU STILL CAN CLAIM MEDICAL EXPENSES PAID ON HIS BEHALF.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE AMERICAN FEDERATION OF LABOR AND CONGRESS OF INDUSTRIAL ORGANIZATIONS.
AFL-CIO
UNION LABEL
UNION MADE
ILGWU

charge the passenger traffic with overhead and maintenance costs which would exist if there were no passenger traffic whatsoever. Richard F. Mitchell, president of the ICC in 1954, admitted that he believed the 1953 deficit figure of $700 million to be overstated by $200 million, and later judged it another $100 million too high.

The Association of American Railroads complained in 1955 that it cost the railroads $3 million a year to report "unnecessary statistics" to the government, and that the "separation of common expenses between freight and passenger services" was "burdensome."

A Statistical Fantasia

In 1957, the National Association of Railroads and Utilities Commissioners held hearings on these "separation" rules and reported: "The term 'passenger deficit' . . . appears to the public and others not acquainted with the rules under which the expenses are assigned, a total loss from the passenger train service. Nothing could be so wrong because its true meaning is that of a statistical fantasia."

The supreme irony is that a few years later during hearings on the Northeast Corridor Project, when the railroads were angling for federal largesse, they did a turnabout on the passenger deficit. They suddenly discovered that the so-called deficit was not $421 million in 1965 but only $44 million (and even that figure is probably exaggerated).

But lies, very often, have multiple lives, and the myth of the passenger deficit survived the light of facts and reason. The ICC came to the conclusion that the passenger service had burdened the railroads with an annual deficit totaling over $500 million. Both railroads and shippers raised their voices in mournful chorus that it was all more than the freight could bear. Their yowls persuaded the Commissioner to investigate the rivers of red ink in which the passengers were drowning the railroads. After a year of testimony, the hearings examiner pontificated that passenger service was on the way out, sleeping cars by 1965 and coach service by 1970.

In August, 1958, Congress approved an amendment to the Interstate Commerce Act that permitted the passenger service to be butch-

ered. From then on, two and three hundred passenger trains have been lopped off every month—always "in the public interest."

Dump the Passenger!

At the same time, the railroads found it expedient to discourage passenger traffic any way they can. One means was by buying stock in the leading bus companies, so as to keep bus fares lower than rail fares.

Not unmindful of the power of advertising, railroads have used it to steer travelers to the buses and airplanes. They even display dazzling new models of automobiles in their depots, to suggest touring by car.

To get rid of their Pullman car traffic, the railroads introduced a higher fare for sleeper cars. In 1918, fares were raised to three cents a mile by the Federal Railroad Administration. Two years later, the ICC approved a price hike to 3.6 cents a mile for "first-class" fares, while coach fare remained at three. Today, the rates are a fat 7.63 cents a mile for first-class and 4.735 for coach.

"Clearly, there are alternatives available to the carriers to ameliorate their financial problems short of discontinuance of trains. Until these avenues of self-help are vigorously pursued by the railroads, the ICC should deny any further requests to discontinue trains."
Anthony Haswell, Director NARP

Just last year, the railroads achieved their objective of killing Pullman service. "A sad new chapter in railroad history is being written," the railway union publication, Labor, reported on December 14, 1968. "After January 1, 1969, Pullman service will end on all U.S. railroads." Union leaders are meeting with the carriers to seek jobs for Pullman employes and to protect their severance pay and benefits.

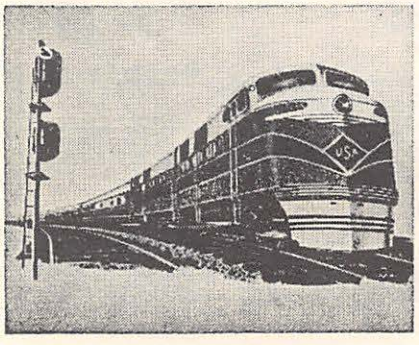
The railroads must have known that the mass cancellations of passenger trains would disrupt their capacity to handle the mail. By 1959 there were fewer than 2,000 passenger trains running, usually on partial schedules, while the volume of mail had zoomed. Mail delivery by train was so slow and so uncertain that the Post Office canceled contracts with the railroads and awarded them to truckers and airlines. The mail cancellations, too, became an excuse to drop more passenger trains. At a 1955 ICC hearing, the Eastern Railroads Presidents' Conference stressed that they have been forced by the Post Office Department to discontinue passenger trains. "The diversion of the more profitable mail traffic away from the railroads will eventually weaken the railroads' ability to provide a national system of mail service and already has caused . . . the discontinuance of many passenger trains."

The statement ignores the fact that most of the passenger trains were dropped before the Post Office withdrew the mails from them. The railroads have always notified the Post Office when they intended to cancel a mail-carrying passenger train—not from the goodness of their hearts, but to avoid a stiff fine. It seems that the railroads can be fined $1,000 a day if they ignore the Railway Mail Service Pay Act, by which they must "perform mail services . . . when required by the Postmaster General to do so." The railroads have first requested the Post Office to withdraw mail from a passenger train, and canceled it after the Post Office has obliged. Of the 2,538 mail-carrying passenger trains dropped, in 1,730 cases the railroads had requested that the mail be removed.

Cutting the mail service seems to be a prelude to a piteous plea that a passenger train be dropped because it is losing money. Apparently, the railroad corporate heads had expected the freight cars to be able to handle the mail. The railroads, however, had so impaired their ability to deliver the mails that nine railroads were fined a total of $127,000 (the New York Central, $35,000 of it) for delaying the mails during the first quarter of 1967.

Mail Service Suffers

The railroads have deliberately permitted their passenger trains to become run-down. The cars have become dirtier, shabbier and more obsolete. According to the last consensus of railroad equipment published in 1962 by the American Railway Car Institute, 60 percent of the cars then in use were over 30 years old.



Defective tracks and equipment are the causes of an increasing number of train accidents. "From 1961 through 1967, the last fully tabulated year, . . . derailments on American railroads increased more than 80 percent . . . from 981 to 1,522," Grayson DeCamp wrote in the Cincinnati Post and Times Star, last November.

Research on passenger cars or equipment is virtually dead, the National Academy of Science reported in 1963: "Of two formerly powerful suppliers of passenger cars, one has within the past three years given up all research and development effort; the other has nothing new or imaginative in its distinctly low-key research program."

"The time has come when the ICC can no longer act like a county coroner. The urgent need is for preventive medicine."
John S. Messer, ICC examiner.

It should be noted that there are still a few railroads that provide good passenger service, often along scenic routes in the South and West, but even some of these are trying to cut back service. The big carriers which dominate the field have persistently downgraded passenger service.

Trains Are Not for People

The airlines find it worthwhile to pay a commission to travel agents for tickets they sell, but not the railroads. Nor will the rail lines offer incentives to ticket agents, although an experiment in nine markets recently proved that sales for Pullman accommodations rose one-third when incentives of merchandise were offered. Instead, the railroads have launched a $2.5 million ad campaign "designed to convince the public that railroads are for carrying freight, not passengers," says the November 11 issue of Labor.

One technique for frustrating pas-

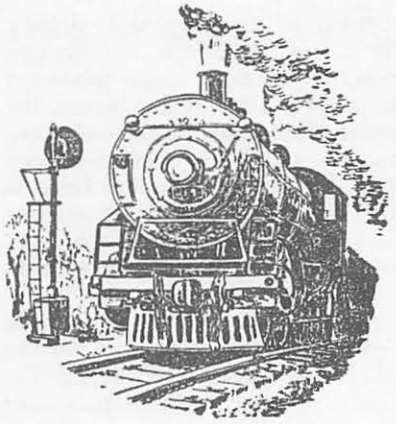
sengers is the purposeful mess in scheduling, which makes train connections impossible and leaves passengers stranded in railway stations for as long as 15 hours.

The obstructive tactics of the railroads were noted by the ICC when it turned down Southern Pacific's 1968 bid to axe the famous "Sunset" passenger trains between New Orleans and Los Angeles, once among the nation's finest. "The record is convincing," the decision pointed out, "that the SP has deliberately set out to discourage . . . patronage of the Sunsets." This was accomplished by "reducing what was once a convenient and comfortable service to a slow, unreliable, uncomfortable train without sleeping facilities, with only rudimentary dining facilities; a train on which a seat cannot be reserved, arrival and departure times cannot be ascertained by telephone or printed schedules, because they are often unattainable, and a train for which adequate station waiting room is frequently lacking. . . Under such circumstance, we must find . . . that the carrier has unnecessarily depressed its passenger revenues and in so doing has forfeited the right to claim that the losses it helped to create are an undue burden."

What can replace the nation's lost railroads? Our clogged highways with their appalling death toll do not offer a safe, relaxing or efficient means of travel. Jammed airports and stacked airlanes make plane travel increasingly inconvenient, if not unnerving. Buses are slow and, for long trips, exhausting. Railroads are potentially the safest, most dependable, convenient and efficient means of travel, especially for short or medium trips. They should also be the cheapest. A train can move a bigger load at less cost than any other form of transportation; its powerful diesel engine averages 192 ton-miles to a gallon of fuel, compared to 58 ton-miles by truck.

A Ray of Hope

Help to the betrayed passenger has come from an unexpected source. The junior Senator from Rhode Island, Claiborne Pell, happens to prefer rail to air travel. Elected in 1960, Pell became aware, in his trips to Washington, of the railroads' missed opportunities and their abuse of a public trust. In 1962, he drew up a plan for an



eight-state public authority to own and operate a high-speed passenger service in the urban area from Boston to Washington. Now known as the Northeast Corridor Project, it was supported by Presidents Kennedy and Johnson. On September 30, 1965, the administration's Ground Transportation Act, authorizing $90 million for new equipment and research, was signed into law. The long-delayed research is now under way. Some of their new equipment recently acquired by the Long Island Railroad and the Penn Central Metroliner (the high-speed, luxury train running between New York City and Washington, D.C.) are among the latest fruits of this research. It has been a slow start (perhaps too slow, since the Metroliner, for example, is almost obsolete before it has begun twice-a-day service), but a start nevertheless.

Another hopeful note was sounded in early 1967 when a group of unhappy railroad passengers organized the National Association of Railroad Passengers. The fledgling organization has already spoken on behalf of the estimated ten million (or more) steady railroad passengers in this country. Opposing the Penn-Central's bid to drop its last passenger train between Cleveland, Columbus and Cincinnati, the NARP executive director, Anthony Haswell, told the Public Utilities Commission of Ohio, "The people of Ohio were repeatedly assured that the Penn Central merger would result in better service." Now the railroad is telling them "to drive, to fly or ride the bus," he said.

YOUR MONEY'S WORTH
by Sidney Margolius
IF YOU MOVED...
TO A NEW RESIDENCE BECAUSE YOU CHANGED YOUR JOB LOCATION, YOU MAY BE ABLE TO DEDUCT YOUR MOVING EXPENSES FROM YOUR TAXABLE INCOME. BUT CHECK THE RULES CAREFULLY. SOME WORKERS OVERLOOK EXPENSES THEY COULD DEDUCT, WHILE OTHERS HAVE DEDUCTED ITEMS NOT ALLOWED. YOU MAY DEDUCT ANY NON-REIMBURSED REASONABLE EXPENSES OF MOVING YOUR GOODS AND BELONGINGS PLUS FAMILY TRAVEL COSTS TO THE NEW HOME.
ORDINARY COMMUTING EXPENSES ARE NEVER DEDUCTIBLE. BUT IF YOU WORK AT TWO PLACES IN ONE DAY YOU CAN DEDUCT COSTS OF GOING FROM THE FIRST TO THE SECOND.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE INTERNATIONAL MOLDERS' AND ALLIED WORKERS' UNION-AFL-CIO.
UNION MADE
ILGWU

> **"When the Chairmen of the Boards of railroad companies start talking about the public interest, it is time to count the spoons."**
>
> **Peter Lyon, in "To Hell in a Day Coach."**

The Unions Speak Out

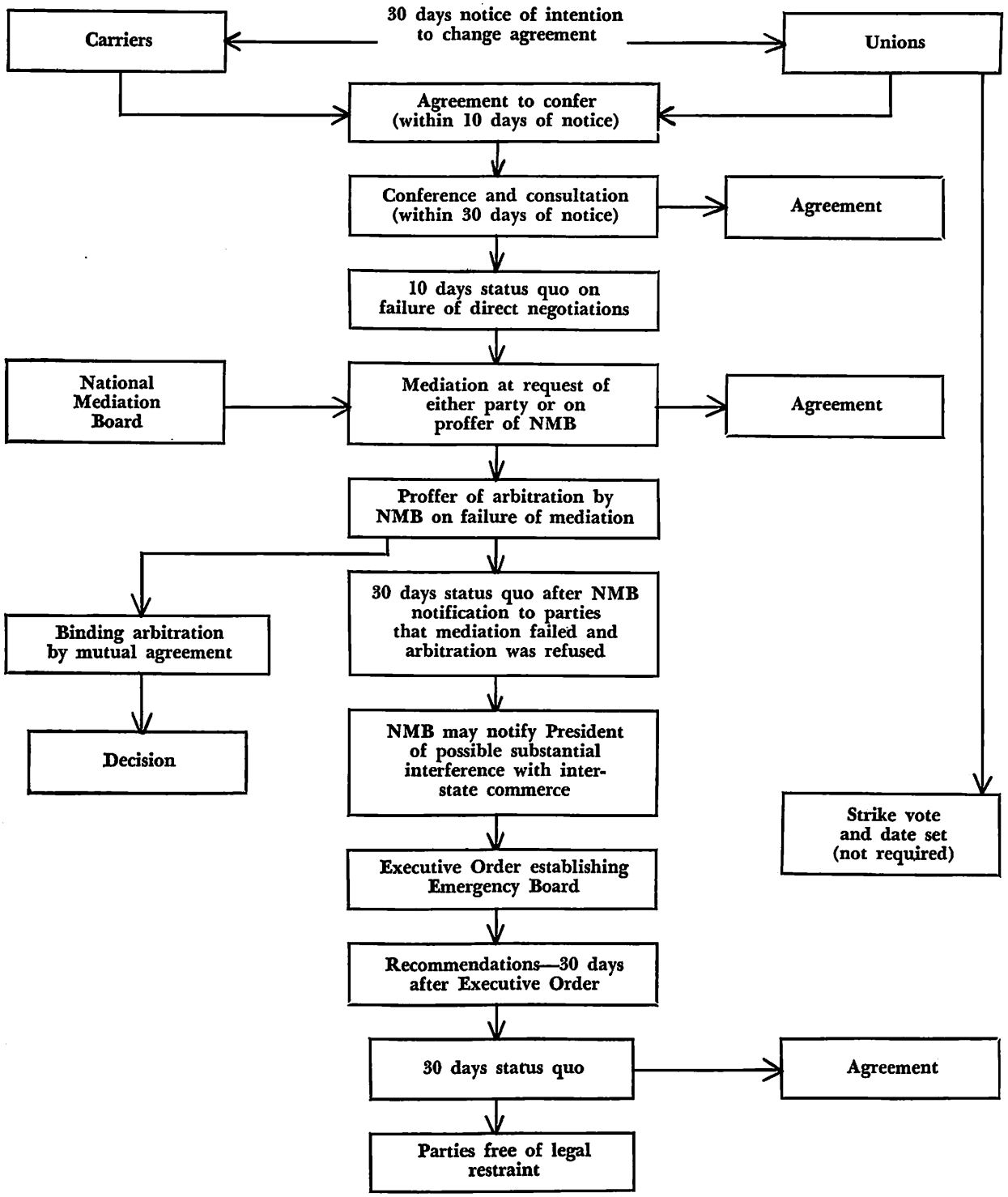
One of the consistent forces for protecting passenger traffic has been the railroad unions, who have always fought for more passenger service, better safety standards and improved equipment. Whenever there has been an unwarranted curtailment of passenger traffic, it was the railway unions who raised the alarm and forced the ICC to halt further losses. In recent months, the rail unions were among those who vigorously opposed the applications of the Santa Fe and the Southern Pacific to give up some of their famous passenger trains.

Right now, the Railway Labor Executives' Association is fighting to save the bankrupt Tennessee Central from being scrapped, and is protesting a C&O effort to scuttle more passenger trains between Chicago and Grand Rapids, Michigan.

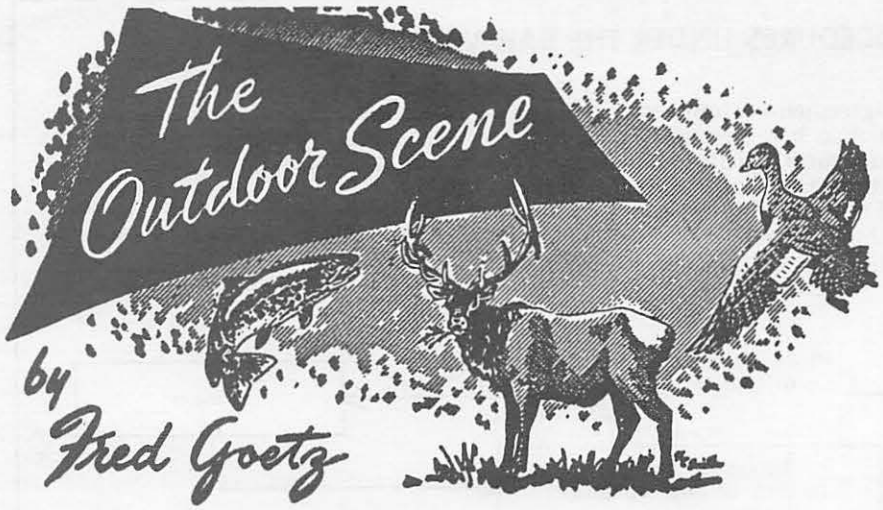
Organized labor believes that passenger traffic not only must be preserved, but upgraded, in line with other aspects of our amazing technological society. It has not, at this point, called for nationalization of the railroads. Yet if there is no other way out of this unconscionable mess, the impatience of a frustrated public may force acceptance of the solution adopted in Canada and throughout Europe.

BARGAINING PROCEDURES UNDER THE RAILWAY LABOR ACT

THE RAILWAY LABOR ACT specifically outlines procedures that a carrier and union must follow to change an existing agreement. Either party to the agreement may notify the other party of its intention to change the agreement. However, after such notice has been served, both parties must strictly follow the procedure laid down by the Railway Labor Act to dispose of disputes in the railroad industry. The following is a diagram of the procedure that must be followed by a union or carrier to change an existing agreement. It is suggested that you file this information in a convenient place and use it as a handy reference.


Carriers
30 days notice of intention to change agreement
Unions
Agreement to confer (within 10 days of notice)
Conference and consultation (within 30 days of notice)
Agreement
10 days status quo on failure of direct negotiations
National Mediation Board
Mediation at request of either party or on proffer of NMB
Agreement
Proffer of arbitration by NMB on failure of mediation
Binding arbitration by mutual agreement
30 days status quo after NMB notification to parties that mediation failed and arbitration was refused
Decision
NMB may notify President of possible substantial interference with interstate commerce
Strike vote and date set (not required)
Executive Order establishing Emergency Board
Recommendations—30 days after Executive Order
30 days status quo
Agreement
Parties free of legal restraint

NOTE: All mandatory time periods may be extended by mutual agreements.



EACH YEAR THE DEPARTment of Interior's Bureau of Sport Fisheries and Wildlife publishes a brochure which reveals the number of fish killed as a result of water pollution. The information is about a year old which is understandable as it takes time to tabulate the kill.

Each year a relatively small number in the news media and conservation circles receive the brochure, which like most government releases is mainly statistical and dry reading and usually relegated, as mine has oft' been relegated, to the "do later" file.

Because of heretofore public apathy and toothless pollution laws, violators are meted comparatively trivial fines and oftimes wiggle completely off the hook by clever legal gyrations.

The fact remains that fish kills soar higher each year. Recently tabulated kill for 1968 was 15 million fish, 31 percent more than 1967. Municipal and industrial pollution accounted for 88 percent this year—over 13 million in 300 incidents—which involved discharge of wastes and industrial contaminates.

Naturally we're concerned over the staggering number of fish killed each year but more worried over the macabre prospect of the unknown percentage which may become contaminated and sick but do not die—perhaps because they are exceptionally hardy or on the borderline of pollution area—and may wind up in an unsuspecting angler's creel or the marketplace. It's a matter of record that two-thirds of the kill were classified as having "commercial value."

This frightening prospect continues to exist as long as our lakes, creeks and coastal waters are poisoned by highly toxic and dangerous substances.

We don't mean to infer by the aforegoing that there is no sweetwater fishing left over far flung acres of the U.S. and Canada; there's plenty of it. The big problem is to take care of what we've got and try to clean up some of the waters which have been fouled. Three anglers who found some virgin fishing waters this past summer are Bob Mendenhall, Don Seybold and George Mohler, all Penn-Central Railroad Maintainers and members of Local 146.

Bob filled us in on their Memorial Day vacation junket to far-north waters out of Kenora, Ontario. The lads journeyed eleven hundred miles from home to find virgin fishing and the last 46 miles, travelled over a rough road, washed out in several places by spring thaws. When they awoke the next morning after their arrival, the campsite was covered by a blanket of snow.

Don Seybold and George Mohler of Local 146 caught "northerns" up to 11 pounds in lakes out of Kenora, Ontario.

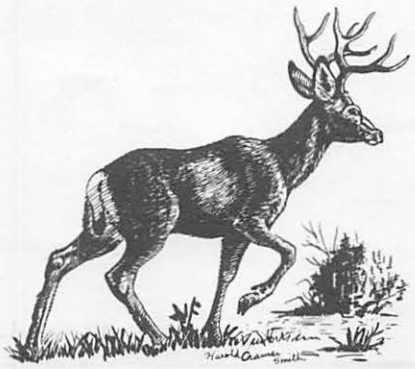
But no matter, the old sun ball later warmed them. They had the time of their life, caught all the fish the law allowed, and had all they wanted for camp fare.

Brother Mendenhall recalled that the "spring bear hunting fee" is nominal, and they usually take advantage of it when they hit this area from time to time but last season they left their rifles home. The fellows in the next camp, lads from Kentucky, harvested two nice b'ack bear from the area. Bob finished his tale with the following reminiscing:

Signal Maintainer Bob Mendenhall hoists 15 pounds of "northerns" caught in a remote Ontario lake.

"Upon returning to my home in Logansport, Indiana, I realized what a hustle-bustle world it really is, especially after being out in the great outdoors for some time, away from practically all contact with the outside world. We didn't need a watch because there were no deadlines or appointments to worry about, or no place in particular to go, other than to take off down some trail and try another lake or river a few miles distant. Already I'm pondering on another fishing trip to this beautiful area. Enclosed are a few photographs which will give your readers some idea of our trip."

* * *



Drive to Take Over NLRB

THE U. S. CHAMBER OF COMMERCE HAS ASKED BUSINESSmen to use their "influence" with the Nixon Administration to "reform" the National Labor Relations Board so as "to protect the right of management to manage . . . without undue interference from union bosses."

The Chamber's top priority legislative goal for what it calls "labor law reform" is to strip the NLRB of all jurisdiction over unfair labor practices. It also wants to rewrite the basic Federal labor law to eliminate all language "encouraging" collective bargaining.

Unfortunately—from the Chamber's viewpoint—the present Congress shows no signs of enacting union-busting legislation. So the Chamber is starting to beat the drums for the election of "reform-minded" congressmen and senators in the 1970 elections.

But the business federation isn't putting all its union-busting eggs in a single legislative basket.

It suggests in a new "NLRB Reform" pamphlet that "the least disruptive and most gradual approach" would be for the President to appoint people to the labor board who would bring about the changes that the Chamber of Commerce favors.

"The businessman has great influence" with Congress, the pamphlet notes. It then adds pointedly, "He sometimes may even have the confidence of key figures in the Administration, which today may afford the most immediate reform of the NLRB."

To further its twin goals of putting pressure on the Nixon Administration to back the NLRB and trying to arouse public opinion for anti-labor legislation, the Chamber has stepped up its propaganda efforts.

As it did last year, it will take a traveling roadshow of anti-labor speakers to put on "labor law reform workshops" in cities throughout the Nation.

The workshops, co-sponsored by state and local chambers of commerce, "are primarily intended to build grassroots business support" for the national organization's program, the Chamber's labor relations manager said.

The "NLRB Reform" pamphlet boasts that the Chamber's "massive promotional campaign" has "inspired" numerous articles in the press.

And for those who don't want to bother reading the three pages of solid type in the pamphlet, the Chamber has a cartoon booklet, entitled "What Is Pushing Up Prices and Holding Back Progress?"

It complains of NLRB decisions which have required companies to negotiate with unions before introducing "cost-reducing methods" and before closing "a factory that was losing money" and asserts that "freedom is limited" when the NLRB tells a company it can't warn its employes during an election campaign that "excessive union demands" can force a company to close down or lay off people.

"And on top of all this," a cartoon page emphasizes, "there is the burden of more and more strikes and slowdowns" causing "inconvenience and hardship" to businessmen.

And it is all "because the NLRB has been going too far."

The belief that collective bargaining contributes to industrial peace, the Chamber suggests, is one of those "naively utopian" concepts of the early 1930's. The experience, it concludes, has been "quite the contrary."

Nevertheless, the Chamber adds, "collective bargaining is a useful institution" even though Congress shouldn't "encourage" it.

Some of the Chamber's other announced goals for changing Federal labor law include:

A ban on union recognition by card check.

Outlawing of informational picketing.

Allowing employers to sue a union for damages.

Removing all restriction on what an employer can tell his workers before a union representation election.

Prohibiting unions from fining members who work during a strike.

Limit penalties that can be imposed by the NLRB.

These and other changes, the Chamber said, are needed "to restore balance to labor-management relations."

As most hunters do not have a chance to weigh their deer in the field, here's a relative weight chart which gives the approximate weight of deer on the hoof and the weight after the animal is dressed:

DRESSED	LIVE
60	80
70	92
80	105
90	117
100	131
110	140
120	156
130	166
140	179
150	190
160	203
170	214
180	228
190	240

* * *

Can you use a winter fishing lure? We'll be glad to send you one, a shiny new krocodile. All that's required is a clear snapshot of a fishing or hunting scene—and a few words as to what the snapshot is about. Send it to:

Fred Goetz, Dept. SJ
2833 S.E. 33rd Place
Portland, Oregon 97202

The offer is open to all members of the Brotherhood of Railroad Signalmen, the members of their family and, of course, retired members. Please mention your Local number. It doesn't necessarily have to be a professional-like photograph, a good clear snapshot, either in color or black-and-white, will do.

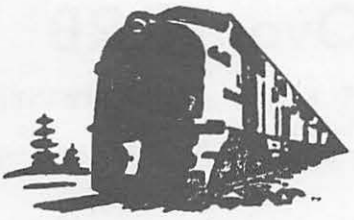
The Lighter Side

Regardless of how well a woman carries her years, she's bound to drop a few, every now and then.—The Duncannon (Pa.) Record

Labor Forces

Labor Department projections indicate that the three states whose labor forces will grow the most between 1970 and 1980 are, in this order, Arizona, New Mexico, and Florida.

Railroad NEWS IN BRIEF



THE DENVER AND RIO GRANDE WESTERN'S Silverton train, one of the most popular tourist attractions in Southern Colorado, set a new record during the past summer season by carrying 97,010 passengers on its 90-mile round-trip from Durango to Silverton. Previous high for the four month summer season was 90,724. The train is an authentic relic of the 1890's, powered by steam, and is so well liked that a seat on the train cannot be guaranteed without reservations.

THE PENN CENTRAL on the first anniversary of Metroliner service, January 26, reported that it expects to be operating the full daily complement of nine round-trip Metroliners between Washington, D.C. and New York City, by mid-1970. Presently there are six round-trips daily.

Figures released by PC show that nearly 700,000 passengers rode the Metroliner during its first year. This reversed a downward trend in rail passenger travel between the two cities which dates back to 1953, PC said.

THE BOSTON AND MAINE has contracted with GRS to supply centralized traffic control equipment for installation on three miles of track from Tower C to Everett Junction, Massachusetts.

A GRS "NX" (entrance-exit) route type console will be located at Mystic Junction. Equipment to be supplied will include a type E2 Coding System, model 55E electric switch machines, and type SA-1 dwarf signals. Special equipment will include a-c track circuits, and fire burglar alarms in three bungalows.

GENERAL RAILWAY SIGNAL COMPANY, has received a contract to supply centralized traffic control equipment for a Great Northern Railway line relocation, from Jennings to Stryker, Montana, necessitated by the construction of Libby Dam.

The 65-mile territory includes seven miles through Flathead Tunnel, one of the longest railroad tunnels in the world.

GRS equipment will include a Type D1 coding system, Model 5H electric switch machines with dual control, Type D color light signals, GRS wheel Thermo-Scanner Units, dragging equipment detectors, slide detectors, and coded track circuits for use through the tunnel.

THE CHICAGO AND NORTH WESTERN'S petition to discontinue its last daily passenger train service between Chicago and Green Bay, Wisconsin is opposed by the National Association of Railroad Passengers.

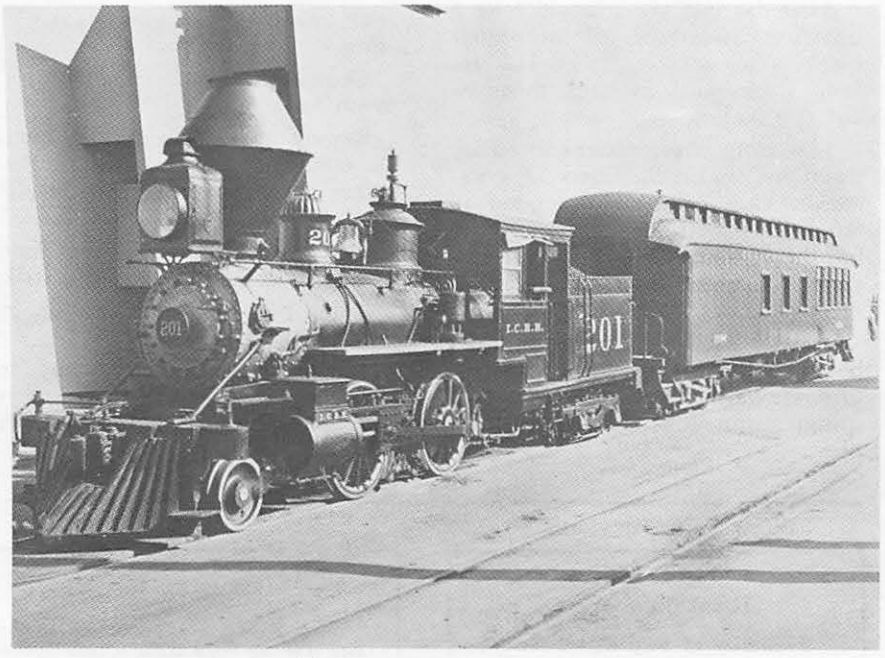
In a letter to the Interstate Commerce Commission, the chairman of the NARP asserted that "more and better service, not less, is urgently needed." The decline in patronage on this service, alleged by the carrier, is not a true reflection of the public need for the service.

"The scheduled running times have been lengthened over a period of years and on-time performance has not been reliable," the chairman stated.

THE GRAND TRUNK WESTERN, spurred by predictions of business slowdowns in 1970, is increasing efforts to obtain a larger share of the existing transportation market.

Planned improvements include acquisition of additional motive power and freight cars of varying types, expansion of piggyback and container operations, installation of radio equipment for communication with trains in operation, expansion of centralized traffic control, development of computer uses and increased activities in real estate and plant location projects.

Plans have been drawn for extension of Grand Trunk centralized traffic control system, now in operation between Durand and West Pontiac. The system is to be extended through the congested Pontiac area to Opdyke Road, providing double track and double direction running operation. This will reduce train delay to a minimum, make possible full utilization of main line tracks and reduce plant switching delays.



Old-Time Two-Way Engine

This locomotive No. 201, was designed especially for suburban runs and was put into service on the Illinois Central in May 1880. The engine was called "a double ender" because it could run forward and backward.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago, Ill. 60604, has been designated to receive and compile this information.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., Suite 400, The Equitable Building
Tel. (404) 522-4229

Baltimore, Md. 21202. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. (301) 685-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. (201) 384-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.
Tel. (205) 328-8141

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. (617) 542-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. (312) 782-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. (216) 771-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. (303) 255-3603

Fort Worth, Tex. 76102. Winfred Hooper, Jr.
Hooper, Steves & Kerry
200 Fort Worth Club Bldg.
Tel. (817) 335-9377

Fort Worth, Tex. Contact George L. Schmidt, at Houston, Texas 77004.

Houston, Tex. 77004. George L. Schmidt, 4714 Fannin
Tel. (713) 526-1564

Houston, Texas 77002. Norman R. Jones,
1010 Houston First Savings Bldg.,
Tel. (713) 225-0663

Kansas City, Mo. 64105. Norman R. Jones, Suite 1420, Commerce Tower, 911 Main Street
Tel. (816) 421-5411

Kansas City, Kans. 66101. Payne H. Ratner, Suite 224, One Gateway Center Office Bldg., 5th at State Street
Tel. (913) 321-2619

Los Angeles, Calif. 90012. Clifton Hildebrand, 205 S. Broadway, Suite 400
Tel. (213) 629-2214

Los Angeles, Calif. 90005. George E. Bodle, 3540 Wilshire Boulevard.
Tel. (213) 385-3601

Miami, Fla. 33130. Green and Hastings, 312 Biscayne Building, 19 West Flagler Street.
Tel. (305) 377-9481

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. (612) 339-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
Tel. (212) 986-1377

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. (415) 451-6732

Pittsburgh, Pa., 15230. Robert B. Ivory, 711 Frick Bldg.
Tel. (412) 471-3740

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. (801) 364-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 NBC Bldg.
Tel. (512) 227-7565

Seattle, Washington 98104
Piehler & Allerdice
924 Arctic Bldg.
Tel. (206) 624-4700

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By SIDNEY MARGOLIUS, for The Signalman's Journal

THIS LOOKS LIKE A ROUGH year for working families who have large installment debts. After two years of slackening off, consumer bankruptcies are on the increase again. This is to be expected in a year when installment buying has continued to increase despite increased finance charges and higher basic living costs, making repayments more difficult.

We previously have warned you about the three legal loopholes that often trap debt-loaded families into bankruptcy. These are:

—**The "holder in due course" doctrine** in the laws of most states permits a finance company to take over your installment contract from the dealer, but absolves the finance company from any responsibility for making good on the purchase if anything goes wrong. Say you buy a used car and the dealer guarantees it for 30 days. But it conks out. Meanwhile the dealer turns over your installment note to a finance company. He has his money and can refuse to do anything about the car. But in most states you still have to pay the finance company.

Some of the most serious incidents have occurred in home improvements.

Paul J. Krebs, Director of the New Jersey Office of Consumer Protection, reports that in that state, there were 29 complaints against just one home-improvement company involving defective work, non-completion and violation of written guaranties. The company went out of business, but the homeowners still had to pay the finance companies an average of $1500 plus interest for shoddy and sometimes incomplete jobs.

In another case, a firm which sold sides of beef which it promised to freeze and store, thus eliminating the need to buy a freezer, went out of business. The families who signed installment contracts to pay for the beef then had to pay the balance due plus interest even though they lost the rest of the meat the defunct freezer firm was storing for them.

As the result of Krebs' exposure of such practices, New Jersey now has eliminated from its laws the holder-in-due-course loophole at least for home improvements if not for all goods. Other states which have eliminated the doctrine in whole or part include Connecticut, Massachusetts, Utah and Vermont.

Krebs feels that finance companies and banks who take over installment contracts should be held responsible for the good faith and performance of sellers involved. He finds that lenders who take over debts tend to do little or no investigation into the reliability of the sellers because the lenders are protected.

Some states give buyers a few days to complain to the finance company about a defect or lack of promised performance by the seller; for example, five days in Illinois, ten in New York. But this is weak protection since defects do not always show up immediately. In Ohio, the AFL-CIO is asking the legislature to give buyers a good, fair 120 days to inform holders in due course of any valid complaint.

Unless and until your own state gives you some reasonable protection against this practice, be careful about signing installment notes for home improvements before the job is completed and you have inspected the job or other purchases. As importantly, make sure the firm is well-established in your locality.

—**Repossession laws** which also allow sellers to sue for a deficiency judgment are another widespread legal loophole which can ruin you. For example, a working woman in New York bought $800 worth of furniture. After she paid off $350 she became ill and fell behind in payments. The store repossessed the furniture. It brought very little at the resale held by the seller. By the time the repossession, storage and legal costs were added on to the balance of the debt, she was served with a judgment requiring her to pay the full $800 even though she no longer had the furniture.

Only California and Utah, to my knowledge, give buyers some partial protection against this practice of repossessing and getting a deficiency judgment too.

The only fair law would be to give sellers and finance companies the right to repossess or sue for the balance, but not both. "Eliminating the deficiency clause of the goods are repossessed, especially for cars, would be an effective deterrent to sellers against pushing goods that people do not want or at a price they cannot afford," Arthur K. Young, Director of the Chicago Legal Aid Bureau, has said.

There has been much testimony that sellers and finance companies make little effort to get a fair price for repossessed merchandise to apply against the balance due. Most recently, Professor Philip Shuchman reported in the **Stanford Law Review,** that a study of nearly 150 repossessions in Connecticut found the cars would have covered the balances owed if the dealers sold them promptly at their retail market value.

In one example Shuchman cites, of a car repossessed by the Chrysler Credit Corp., the buyer had paid a total of $1835 on a $2600 car. After repossessing, the finance company resold the car to the original dealer for $400. But at that time the car had a **Redbook** wholesale value of about $700 and a retail value of $850-$900. In fact, the dealer resold the car for $950. But the debtor got credit for only $400 against his unpaid balance.

Finally, in most states, sellers can hit you with a garnishee to collect any such unfair deficiency.

As we've warned before, if you ever suffer a repossession, send the finance company a registered letter warning them to make full effort to get a fair price for the goods on resale. Too, attend the sale yourself, preferably with a lawyer or at least a friend.

Even better, before you get to the repossession stage, if you can't pay see if you can resell the goods yourself to a private party for at least enough to cover what you owe.

Norfolk & Western

Decatur, Ill. (55). Local 55 held a very interesting meeting on January 17 in Decatur, Illinois. There were twelve members present which was a very good turn-out considering the inclement weather on that date.

Several subjects were discussed, the most important one being the Section Six Notice that was served on the carriers on October 1, 1969 and the results of this notice to date.

It was generally felt that it takes a long time to get results on a wage notice, however, most of us are patient men and we are hoping that the results of our negotiations will be worth waiting for.

Brothers Ivan Herriott and J. D. Cohea retired on February 1, 1970. We wish both Brothers many happy and healthy years of retirement.

Brother Herriott had completed fifty years of service on the former Wabash Railroad and had served as secretary-treasurer of Local 55 for more than twenty years.

Brother Cohea came to the Wabash Railroad from the Pennsylvania Railroad in 1939, completing some forty-eight years on the two railroads.

We are glad to report that at this writing all of our members are well and working. There is more than enough work at this time. The problem is finding enough employes to fill the jobs.

There were several changes in positions recently—Joe Sumpter bid the maintainer position at Salisbury, Missouri; Larry Voorhies is now working the signal maintainer's position at Carrollton, Missouri; R. L. Dobson bid the maintainer's position at Gibson City, Illinois; and George Lotter bid the maintainer's position at Ferguson, Missouri.

Around the country with the gangs—Foreman J. G. Shadrick's gang is working at Jacksonville, Illinois on crossing protection; Foreman W. B. Ritchie's gang is at St. Louis, Missouri working on the Luther to St. Charles, Missouri job; Foreman R. O. Rose has his gang at Hannibal, Missouri working on the East Hannibal passing track installation; Foreman Stanley Vitek's gang is at Detroit, Michigan working on the Rouge River Interlocker.

With the Foremen—J. T. Lawrence is working west out of Decatur, Illinois, R. J. Flugaur is working north out of Decatur, Illinois; J. W. Sharp is at Detroit, Michigan; M. W. Handley is checking the new work around Ferguson, Missouri, and H. L. Duff is working between Moberly and Kansas City, Missouri.

It is generally felt that we are in a period when the work in our craft is becoming more exciting and challenging. With the advancements in all phases of electronics, our GCP, overlay line and track circuits, T.C.S. and a host of other apparatus, Signaling has taken a complete change.

The problem now is getting young men interested enough to enter our industry and then having a training program that will give them the background needed to install and maintain this equipment.

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J.F.P.

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Penn Central

Magnolia, N.J. (158). The regular meeting of Local 58 held at Hammonton, N.J. was well attended. We are glad that new members are interested and showing up at these meetings.

Inspector R. Miller resigned from railroad service on January 31. Brother Warren Sims was assigned this position while Ray was on vacation.

The officers of Local 58 have taken slides at their last few meetings and will show them at one of our coming meetings.

General Chairman Bob Park and Grand Lodge Representative W. D. Best met with us on January 29. The meeting was very informative and we wish to thank them for helping us.

We are progressing more claims each month as the carrier tries to break more rules every day. Every member should guard to see that our agreement rules are lived up to. The Brotherhood worked long and hard to secure these rules and we should never let the carrier violate any of them.

Brother L. Gaura is in the army and we hope that it won't be too long before he returns to the Signal Department on the Pennsylvania-Reading Seashore Lines.

A new bridge is being built between

General Chairman Bill Lewis presented the gavel of the Local to Chief Signalman Max E. Craft, at the January meeting of Local 33. Others present at this meeting were: left to right, Local Chairman R. L. Pulliam, General Chairman W. H. Lewis, Secretary and Treasurer W. D. Roberts, Craft, and Local Chairman C. M. Page.

Philadelphia and New Jersey at the Delair section. We have to move a few poles and the lines in that location.

A few telephone lines were out recently. The cable is bad between Cooper and Jersey and it is our hope the carrier replaces the cable soon.

Retired Brother George Dooley visited me on Sunday, February 1st, and I must report he looks good and hasn't aged. He sends his regards to all the Brothers.

Our new officers: Coho, Schwartz, McCormick, Inman, Gilbert and Reid were sworn in at our last meeting. Best of luck fellows.

Brother George Carter's wife went to the hospital recently for an ear operation.

Our Secretary-Treasurer, William Gilbert, has taken over the foreman's position for the past few months while inspectors and foremen were on vacation.

The High Speed Line between Lindenwald and Philadelphia has plans to extend the line between Philadelphia and Maple Shade, New Jersey. The plans call for approximately 18 months work for the Signal Department but after that, it will mean the loss of two maintainers positions. At that time the road will become the property of the High Speed Line.

The By-Laws of the System Committee that were revised at our Terre Haute, Indiana, meeting, were received recently. Everyone should have their copy by the time they read this.

Hope to see every Brother at our next local meeting at Hammonton. We know it will be interesting and informative for all who attend.

J. L. NACK

Vice President C. S. Chandler Has New Address

Vice President C. S. Chandler has notified the Journal that he has moved his office. Mail should be sent to him at the following address. His telephone number remains unchanged.

C. S. Chandler
Vice President
4243 Forest Avenue
Paducah, Kentucky 42001
Telephone (502) 442-8732

P.C. (former NYC-LW)

Indianapolis, Ind. (15). The February meeting was called to order in the Barnes Hotel, in Indianapolis, Indiana, with twelve members present.

Grievance Committee reports were given.

Brothers R. F. Reed and C. F. Shoemaker were recent retirees.

The recording secretary was instructed to mail nominating ballots for delegates and alternate delegates to our 1970 Las Vegas convention, to the membership.

General Chairman R. T. McGill was in attendance and reported on his activities in behalf of the members.

Various means were discussed to increase attendance at the local meetings as this is where everything starts.

The books were audited and a report was given.

There being no further business, the meeting was adjoirned.

L. J. ROBBINS

Obituary

Retired Secretary-Treasurer T. A. Austin Passes

Retired Grand Lodge Secretary-Treasurer Thomas A. Austin passed away on February 22. Services were held February 24 at Englewood, Florida and funeral services and burial were held on February 27 at Ashtabula, Ohio.

Uncle Tom celebrated his 100th birthday on August 31, 1969.

News of Brother Austin's death was received by the Journal at press time. Further details will appear in the April issue.

George O. Sweitzer, retired member of Local 31, Baltimore & Ohio Railroad, passed away December 19, 1969. He was 88.

Brother "Ollie" as he was known by all, started his signal career as signal helper in 1906 and retired after 40 years of signal service. At the time of his retirement he was a maintainer at Mountain Lake Park, Md. on the Cumberland Division.

He is survived by his widow, three stepsons and one brother, to whom the officers and members of Local No. 31 extend deepest sympathy.

G. A. DELOZIER

Herbert Nile Camper, member of Local No. 77, Norfolk and Western Railway Company, passed away November 23, 1969. He was 60.

Brother Camper began his signal career as helper in the Signal Construction department on August 24, 1925, and was promoted to assistant signalman on February 2, 1927. On November 1, 1937 he advanced to signal maintainer on the Norfolk Division, the position he held at the time of his death.

The officers and members of Local No. 77 extend deepest sympathy to his widow and other surviving members of his family.

V. J. SARTINI

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F. L. Charlton, retired member of Local No. 31, Western Maryland Railway, passed away. He was 44.

Brother Charlton retired in 1965 on account of a heart condition.

He started his signal career as signal helper on September 17, 1942 working all positions up to foreman, which position he held at the time of his retirement. Brother Charlton served several terms as local committeeman and local chairman on the Western Maryland.

He is survived by his wife, one son and two grandchildren, to whom the officers and members of Local No. 31 extend deepest sympathy.

G. A. DeLozier

E. E. Long, retired member of Local No. 79, Penn Central, passed away suddenly January 9. He was 79.

Brother Long retired as C&S inspector on the Columbus Division of the Penn Central on January 1, 1956.

The members of Local No. 79 extend their sympathy to his wife, son and three daughters.

Ed.

Earnest Beilfuss, retired member of Local No. 18, passed away October 23, 1969.

Brother Beilfuss started on the old Pennsylvania Railroad, P.T. Div. on August 16, 1916. When he retired he was a leading maintainer.

The officers and members of Local No. 18 extend their deepest sympathy to the remaining members of his family.

S. G. Gage

Asa Hepner, retired member of Local No. 62, Penn Central, passed away June 2, 1969.

Brother Hepner retired after 48 years and 7 months of service. At the time of his retirement he was maintainer C&S at Seward, Pa.

He is survived by his wife, 7 sons, 2 daughters, 21 grandchildren and 8 great-grandchildren.

Ed.

George Stahl, retired member of Local No. 79, passed away February 3. He was 79.

Brother Stahl retired on January 1, 1955 after 32 years as a signalman on the Columbus Division of the Penn Central.

The members of Local No. 79 extend their sympathy to the members of his family.

Ed.

H. N. Hagan, retired member of Local No. 18, Penn Central, passed away on October 4. He was 65.

Brother Hagan started on the old P. T. Division of the Pennsylvania Railroad on May 16, 1923. He was promoted to foreman on July 26, 1937.

The officers and members of Local 18 extend their deepest sympathy to the remaining members of his family.

S. G. Gage, Sr.

James R. Ryan, retired member of Local No. 114, Washington Terminal Company, passed away January 9. He was 73.

Brother Ryan worked as a maintainer for the Washington Terminal Company at the time of his retirement and had been a chartered member of the Brotherhood of Railroad Signalmen since 1934.

He is survived by his wife, Mary, to whom the officers and members of Local No. 114 extend their deepest sympathy.

Alton L. Watkins

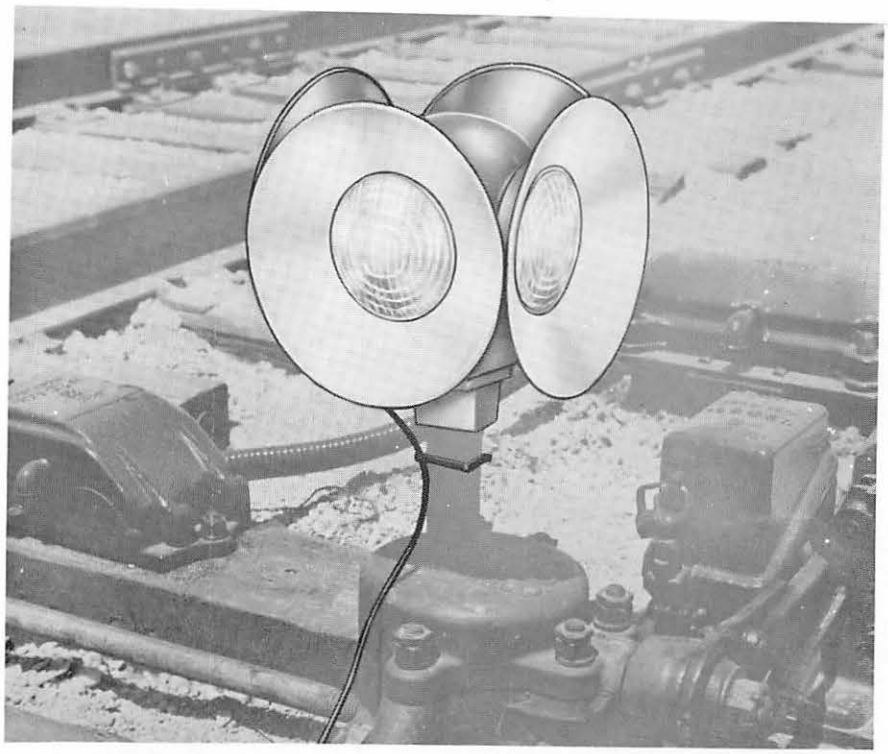
Orlando C. Haag, retired member of Local 15, New York Central, passed away February 6.

Brother Haag retired October 30, 1958 after completing 40 years of service. He was employed as a leading signal maintainer at Greensburg, Indiana at the time of his retirement.

Six brother signalmen served as pallbearers at his funeral.

The officers and members of Local 15 extend their deepest sympathy to the surviving members of his family.

L. J. Robbins



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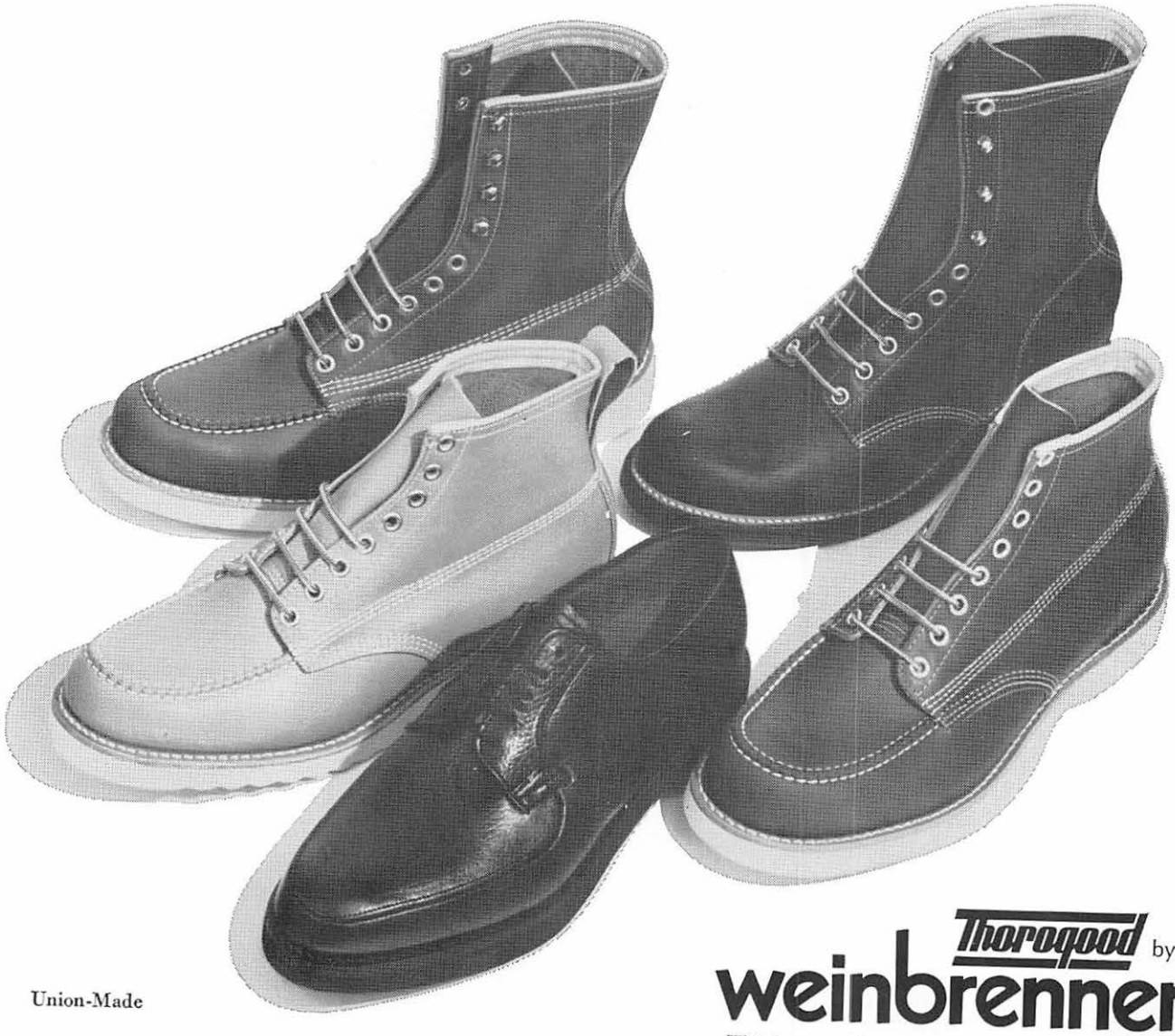

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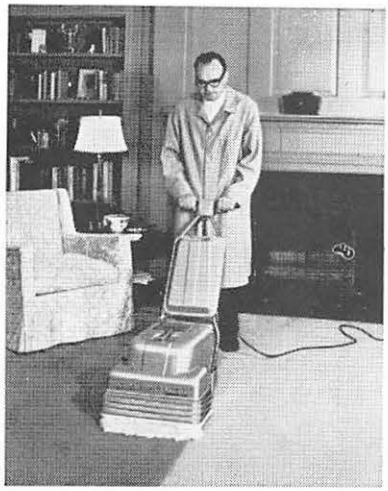

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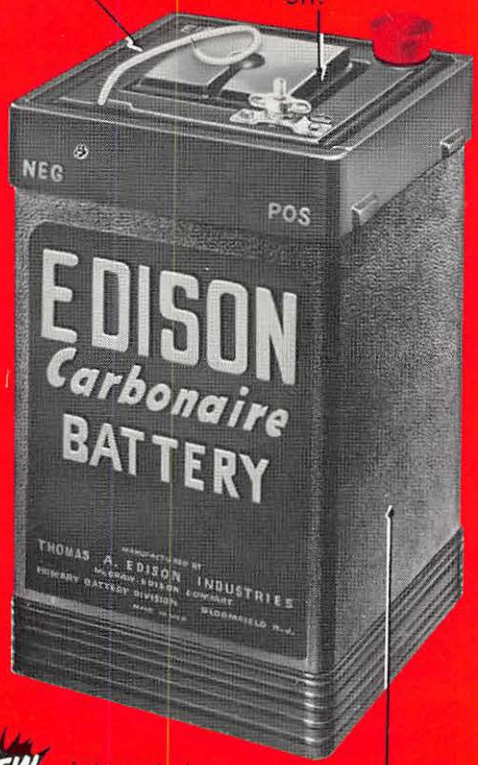

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